

The background of the cover is a photograph of a desert landscape. In the foreground, a large, gnarled tree trunk and its branches frame the left and top of the image. The ground is covered in dry, yellowish-brown grass and shrubs. In the middle ground, there is a line of dark, dense trees. In the background, a range of mountains is visible, with the highest peaks covered in snow under a clear blue sky.

# Desert

MAGAZINE of the SOUTHWEST

FEBRUARY, 1963

40c

**HIGHWAY 66**  
Restless Lifeline

**OLD BOTTLES**  
FROM THE  
**MINING CAMPS**

**GEM FIELDS OF  
DARWIN, CALIF.**

— complete map —

SPECIAL REPORT

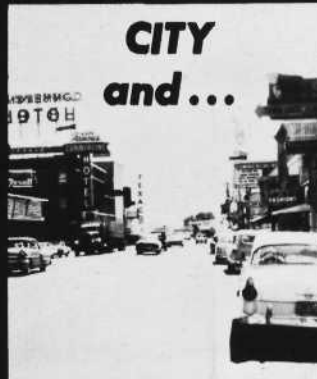
**DESERT TEST-DRIVES  
THE NEW JEEP CJ-5**

PLUS: 4-WHEEL-DRIVE TARGET TRIP  
TO COYOTE CANYON

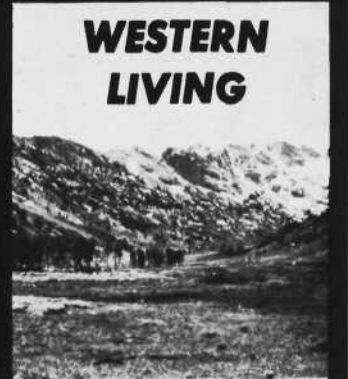
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**PROVEN OPPORTUNITY:** Yes, individuals are taking advantage of Nevada opportunity. But the countries financial experts, our leading corporations are also investing in their Nevada futures. Industrial giants build plants where Increasing Land Values and Population demand them. Anaconda Copper has completed a \$32,000,000 plant. North American Aviation, Kaiser Steel and Curtis-Wright are building plants or have secured large acreage.

**LOW OR NON-EXISTENT TAXES:** As a result of Nevada's low realistic tax structure, Profits And Wages Are Kept; not paid out to the state. NEVADA HAS NO STATE INCOME, INHERITANCE, CORPORATION OR GIFT TAX. The low real property tax is definitely limited by the state constitution. YES, NEVADA IS ONE OF OUR LAST FRONTIERS OF TAX FREEDOM!

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**FAIR TIME.** We who live in Riverside County are proud of our county fair, otherwise known as the "National Date Festival." The thing that makes it "different" is the nightly Arabian Nights pageant (photo at right), which visitors enjoy free under the desert stars, performed before an authentic Arabian setting designed some years ago by the old mirage salesman, Harry Oliver. Dates for this year's Festival at the Indio fairgrounds are February 15 thru the 24th. The



Part of the 150-member cast of the Arabian Nights Pageant

nightly pageant begins at 6:45—and we recommend you come early—and with a blanket or two to ward off the usually chilly night air. One other recommendation to fairgoers: please stop by Desert Magazine's pueblo in nearby Palm Desert . . . you'll enjoy the paintings in the gallery, and we'll enjoy meeting you.

\* \* \*

**WATER RECORD.** The Metropolitan Water District reports that record delivery of more than one million acre feet of Colorado River Water was made to member cities and agencies in Southern California during 1962. Putting it another way, the Colorado River contributed enough water during the past year to cover a square mile of Southern California land to a height of 1600 feet.

\* \* \*

**THE REAL VERMIN.** Suppose your mortal enemy could not resist a certain sound—like the ringing of a dinner gong. So one night this enemy sneaks into your backyard and rings the dinner gong. Instinct controls your actions. You rush out the door and are greeted—not by a home-cooked meal—but by a shotgun blast in the face. Simple killing is bad enough—but doesn't this sort of murder border on the hideous, horrible side? And yet, a variation of it is growing into one of the desertland's most popular "sports." They call it "Varmint Calling"—the callers being armed men; the varmint victims, coyotes, bobcats and foxes. Instead of a dinner gong, the callers use a device which produces the sound of a rabbit in distress (a high-pitched scream). Predatory animals

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# Desert

MAGAZINE OF THE SOUTHWEST • 26TH YEAR

Volume 26

Number 2

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Photographer Carlos Elmer pointed his camera at the snow-clad San Francisco Peaks, Arizona's highest point; view is from U. S. Highway 66 west of Flagstaff. For a timely report on U. S. 66 farther west, see page 8.

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LITERATURE UPON REQUEST

**GLEN CANYON BOATING**  
WHITE CANYON, UTAH

THE DESERT IN FEBRUARY (continued from preceding page)

seem unable to resist this sound—instinct tells them that an injured rabbit is usually an easy dinner. And so they charge the sound, usually at any hour of the day or night. The payoff is death. Varmint Callers have formed state-wide "associations" in California and Arizona. Recently these two groups met in competition, with California winning by 127 points. According to the rules, an association received 20 points when one of its members killed a bobcat, 15 points for a fox, and 7 points for a coyote. To the winning California team went the first "World Championship" trophy, to which we would like to add—for both teams—this friendly bit of advice: "next time you hear a dinner gong sound in your backyard, don't step out the back door."

\* \* \*

**ANOTHER VICTORY FOR "ANNIE."** In June '59, DESERT reported on the worthy efforts of Velma B. Johnston of Reno, who had launched a one-woman war against those who were killing Nevada's wild horses for pet food. Mrs. Johnston testified in behalf of the mustang at so many county and state hearings that she was dubbed "Wild Horse Annie" in derision. But, ridicule didn't stop her. She took her case to Washington, and enlisted the help of the Nevada congressional delegation. First fruits of her hard work was a law which prohibits the rounding-up of wild horses or their destruction from the air. Recently, Annie bagged another prize for her animal friends: a 435-acre wild horse sanctuary in the rugged northeast corner of Nellis Air Force Base in southern Nevada—the nation's first. In 1959, when Annie testified in Washington, she outlined a plan for establishment of sanctuaries throughout the West for rehabilitation and control of wild horses, with a view to their becoming national tourist attractions. The initial action of the Federal Government in establishing the southern Nevada range could be the first step toward complete realization of Annie's dream.

\* \* \*

**FEBRUARY CALENDAR.** These are the month's outstanding Desert Southwest events: Feb. 1-3—Parada del Sol, Scottsdale, Ariz. Feb. 1-4—American Quarterhorse Show, Las Vegas. Feb. 2-3—Sixth annual Rough Riders Jeep Cruise; rendezvous at Truckhaven on the south shore of Salton Sea at 8 a.m. of the first day. Feb. 12-14—Fifth Annual International Forum, University of Arizona, Tucson. Feb. 15-24—River-side County Fair and National Date Festival, Indio. Feb. 21-24—Fiesta de los Vaqueros, Tucson. ///



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# desert detours

by Oren Arnold

"Come ye yourselves apart into a desert place, and rest a while." Mark 6:31

George Washington and Abe Lincoln never saw the desert; travel to it simply wasn't readily available in their time, and they had their hands full in the Capitol anyway. But travel to it is easy now, Mr. Kennedy, and we sunkissed citizens invite—urge—you to come on out for a quiet let-down.

Don't bring your briefcase. Don't bring three secretaries, bring three pairs of hiking shoes. In just a week, sir, the desert can wash your mind and soul clean, in a way that all of us need frequently. You'll go back refreshed and ready to run the country better than ever. We have found this bounty here; we are anxious to share it with you.

Seems that the motorist had been following the big truck for miles across Arizona. Whenever he'd try to pass, the grinning truck driver would swing to the middle of the road. Finally both had to stop at the border inspection station. The man in the little car pulled up beside the big truck cab and peered up at the driver.

"All right," growled the grim trucker, "go ahead. Let's hear what you think I am."

"Oh," said the little motorist, "I know what you are. I was just curious to see what one looks like."

*Driving in town or in highly scenic areas, my Adele and I talk constantly. But rolling through the desert we scarcely speak. Don't need to; somehow there's rapport without words, a quiet, peaceful awareness of each other that transcends talk. Is this what is meant by "the spell of the desert?"*

Passed a big coyote sitting at roadside, tongue hanging out. He didn't move. I braked down, backed 200 yards slowly. Nothing happened; we just stared at each other until he stared me down and I slunk on away. After all, it was his territory.

Caught up with a frowsy gent pushing a wooden cart down the long lonely highway out of Indio. Had all his earthly possessions there. As I was about to leave him I asked, "Is there anything I can do for you? You want anything?" He looked surprised, then replied, "Why, no thanks. I've got everything any person could possibly need." I drove off feeling a little wistful, a little envious.

Overheard out of Las Vegas: "They have a ranch house, but you never find her cooking on the range."

Knot-head motto for 1963: *If you can't understand it, oppose it.*

I have, of course, the most brilliant grandchildren in America. Baby Erin O'Reilly, age 4, calls windshield wipers "Swisher swipers." Now I ask you—that's not only cute, it's descriptive, even onomatopoeic! And don't go boring me telling me what your grandkids say and do.

Significant sign on a Barstow corset shop: "Let Us Take You In So the Boys Will Take You Out."

Went on a business trip to Reno and saw a lot of desert dames awaiting divorce and spending money outrageously. Somehow I get the feeling that marriage would always work out better if it operated on a thrifty-thrifty basis.

*Yonder comes that dark cloud on the horizon again. It always breaks into an inescapable storm. It will tolerate no fiduciary finagling. As with most black hurricanes, it has a name. It will strike in April, and is named Form 1040. Start now preparing for it, realizing that your only shelter is a filled-in check.*

Note to all people Back East: One of the great boat races of all time was held last November, and where was it? In the desert region of Southern California! In our Salton Sea. Truly ours is a country of surprises, of the improbable, the unexpected. Each week, the year round, more boats pass under the bridge at Thousand Palms, Calif., than under the Golden Gate Bridge. Come on out and enjoy.

Sometimes desert living can relax us *too* much. Seems that a local welfare recipient over in Inyo County sent this complaint to her local welfare commissioner: "My check was so late my husband has had to go to work."

Actually, it's mighty easy to make money nowadays. What's tough is to make a living.

Out there in the wi-i-i-side Open Spaces east of Mojave, this Beautiful Young Thing was standing beside her stalled car. "I'm out of gas," she told the two Handsome Young Men who happened by. Dutifully they pushed, and pushed, and pushed, sweating copiously in the searing sun. Finally they came to a filling station—but the girl steered right on by. "Why didn't you turn in?" they demanded.

"No, not there," she explained, logically enough. "They don't give trading stamps."

The newest industry in Arizona, reports Ken Palmer, is producing and selling bottled smoke signals for Indians who can't spell.

Then there's the enterprising guy near Hollywood who has invested \$100,000 in raising Shetland ponies. He figures it's about time the Westerns turned to compact horses.

The doctor told old Uncle Ike Manners to be sure to take a bath just before he retired, even if he did have to haul water to his desert hut. Uncle Ike said he'd try to remember, although he didn't figure on retiring for at least another 20 years.

A famous dweller in another semi-desert region, a Good Guy named Socrates, asked all men of all time this searching question: "Fellow citizens, why do ye turn and scrape every stone to gather wealth, and take so little care of your children, to whom one day you must relinquish it all?"



## This Season—

explore with the folks who pioneered power boating in Glen Canyon. Visit upper reaches of canyons never before seen from boats approved by U. S. Park Service and U. S. Coast Guard. Paved road to our lodge where you leave your car and return to it. Write for our schedule and brochure.

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## NEW IDEAS for DESERT LIVING

By DAN LEE



### Portable Refrigerator—

For those who want cold storage and cool drinks away from home on outdoor expeditions, the new Bernz-O-Matic refrigerator is a convertible unit that operates on either 110-volt electricity, or on propane gas bottled in disposable cylinders. Capacity is 1.1 cubic feet. Could be a handy accessory around the camp, desert cabin, boat or trailer. Write for price and details of this new item. Bernz-O-Matic Corporation, Rochester, New York.



### Weather-Proof Patio Table—

Outdoor furniture that resists sun and sand, and deterioration through rust or splitting, is equipment every desert home owner can use. The new two-section Perma-Table is cast of concrete, with a 46-inch circular top, a 24-inch base. Heavy hollow steel pipe in concrete base supports the table top, with insert-fitting to accept aluminum awning pole in center of table. The 165-pound total weight will insure rigidity in any wind, and the concrete surface, as an added feature, is coated with Perma-Glaze for a fade-proof finish. Many colors available. Priced at only \$19.95 complete. Because of the weight of this item, only pick-up orders accepted, FOB Yucaipa. From: Kirsch Enterprises, 31958 Dunlap Blvd, Yucaipa, Calif. (frontage road along Highway 99).

### Transistorized Detector—

As light as a fat banana, the new Fisher M-Scope metal detector tips the scales at just 3½ pounds. The new portability will be appreciated by those who handle detectors for hours at a time. Batteries are rated to last up to 200 hours on continuous operation. Locates buried metal objects, coins, old guns, and ghost-town relics down to depth of 24 inches. I've used the T-20 on several expeditions, and found its low weight a real asset when pawing through old ruins. It's a compact unit made by experienced people. \$128.50; from Fisher Research Laboratory, Dept. 2C, Palo Alto, California.



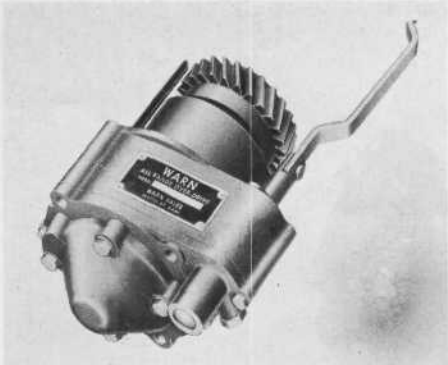
### Water Storage Tanks—

Without water storage facilities, no desert or weekend cabin is fully equipped. Veteran desert dwellers recommend a minimum supply for weekend cabins of about 800 gallons. Valley Welding in Palmdale, California, handles galvanized steel tanks that have all seams riveted and soldered. (Welded interiors eventually rust through burned galvanized steel, thus, soldered joints are recommended.) Weight of the 800-gallon-capacity steel water storage tank is about 280 pounds, and it comes fitted with a two-inch outlet. In this size, price is \$126, FOB Valley Welding, 6330 Pearblossom Way, Palmdale, California. Also: B & H Tank Company, 1919 So. San Fernando Road, Los Angeles 65. You can write for catalog.

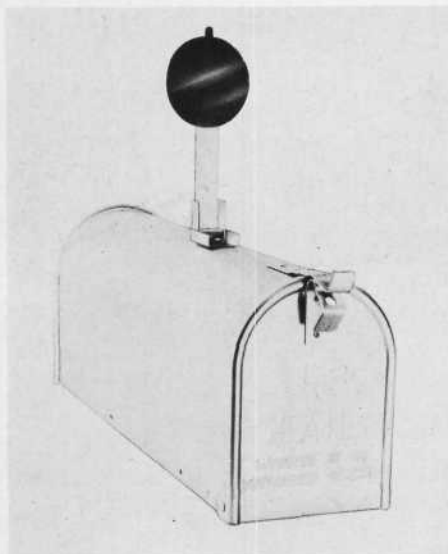
### Overdrive Unit—

Operators of four-wheel-drive vehicles face special problems on long overland journeys. To prevent damage to gear trains, reduced highway speeds are often necessary. Fuel economy suffers because 4wd rigs are engineered for rough country at low speeds. Now the situation may be changed by a new overdrive unit that can be installed by most anyone with mechanical experience. Made by Warn Sales Company, a well-





known firm in the field, the unit is called the Warn All-Range Overdrive. The maker claims up to 30% reduction in engine rpm with this unit, which translates into better fuel economy on the highway. The overdrive fits both Willys Jeep and International Scout, and can be shifted while the vehicle is in motion, either forward or reverse. Installation is in the p.t.o. access opening on the transfer case. Both low and high gear ratios available. Entire unit weighs only 27 pounds. Using the new All-Range Overdrive, a 4wd vehicle then has 12 forward and four reverse speeds. Price not announced. From Warn Sales Co., Inc., Riverton Box 6064-DM, Seattle 88, Wash.



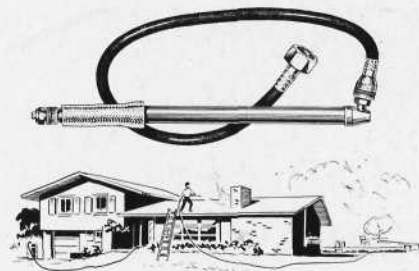
#### New Style Mailbox Signal—

Outlying ranch owners with mailboxes so far away they're barely in eye-range will appreciate the new Mail Sentry. This device consists of a spring-loaded disc which locks to the mailbox lid. When the door is opened, the red disc pops up automatically and the owner knows mail has been delivered. When mail is retrieved, the owner merely presses disc down into flat position again, ready for next delivery. All parts are made of steel, and fasteners are included. Priced at \$1.25 from the manufacturer, Bellevue Specialties, Inc., Bellevue, Ohio.

#### Emergency Water Pump—

Homes far from fire protection may find the new Firechaser manual water pump a handy asset, if water storage tank is nearby. No electric or gasoline power is necessary to operate it. Ordinary garden hose coupled to the pump is said to throw water up

to 30 feet high, out 40 feet horizontally. Pump goes anywhere hose can go, and drafts water through hose in matter of seconds. For price and information: Fire Equipment and Development Co., P. O. Box 555, Industrial Park, Santa Rosa California. ///



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DATSUN DEALER FRANCHISES are available in some areas. Write for details.

## HIGHWAY 66

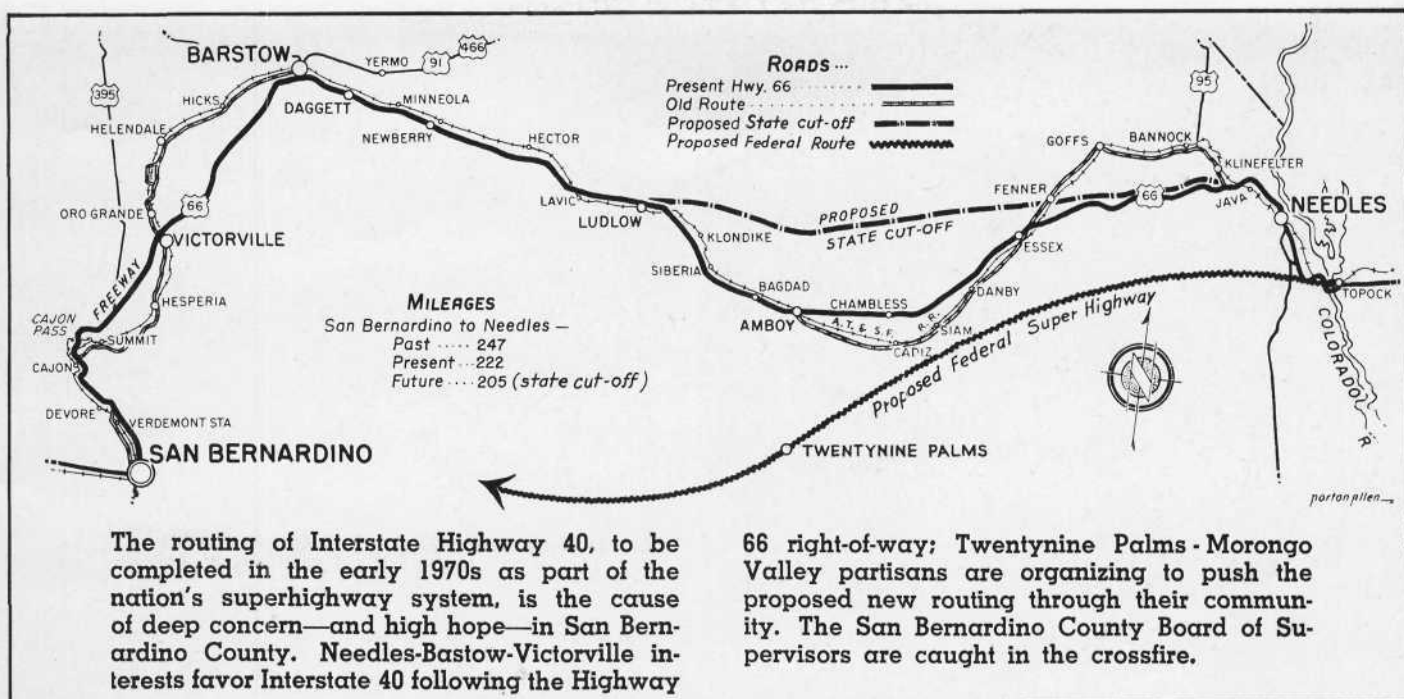
# THE MOJAVE DESERT'S RESTLESS LIFELINE

The State  
wants to shorten  
the existing route . . .  
the Federal Government  
wants to  
abandon it!

By L. BURR BELDEN







The routing of Interstate Highway 40, to be completed in the early 1970s as part of the nation's superhighway system, is the cause of deep concern—and high hope—in San Bernardino County. Needles-Bastow-Victorville interests favor Interstate 40 following the Highway

66 right-of-way; Twentynine Palms-Morongo Valley partisans are organizing to push the proposed new routing through their community. The San Bernardino County Board of Supervisors are caught in the crossfire.

**S**TRETCHING across the desert vastness of San Bernardino County is a string of small towns whose individual fortunes have waxed and waned according to what the current alignment of Highway 66 might be at a given time. The State Highway Department recently announced a proposed new routing of a portion of the famed transcontinental road—and thus we are about to see still another replaying of the drama which retards life in some desert towns, spurs it on in others.

The most recent major realignment took the highway on a straight course from Victorville to Barstow—leaving behind both the Mojave River and the railroad. Victims of this development were Oro Grande, Helendale, and Hicks.

The chief players in this newest rendition are Ludlow, Bagdad, Amboy, Cadiz, Essex, Fenner and Goffs—familiar names to three generations of Mojave Desert motorists. The new road will link Ludlow with Fenner, by-passing Siberia, Bagdad, Amboy and Essex. Cadiz and Goffs will still be a long way from the main stream of traffic. The map above tells the realignment story.

During the past few weeks the Highway 66 realignment story has been uppermost in local desert news. Hard on the heels of the state's proposal to cut a straight line from Fen-



The old Barstow Garage, since dismantled, was a Mojave Desert landmark in Model T days. It was a welcome sight to the daring motorists who braved the dusty roads which converged at Barstow. Sketch courtesy Calif. Interstate Telephone Co.



TRANSCONTINENTAL SIGNPOSTING CREW OF SOUTHERN CALIFORNIA AUTO CLUB ERECTING SIGNS ALONG NATIONAL OLD TRAIL (NOW U.S. 66) IN 1914. THIS WAS NATION'S FIRST EFFORT TO SIGN CROSS-COUNTRY ROADS, AND WAS DONE TO ENCOURAGE TOURIST TRAVEL TO CALIFORNIA.

ner to Ludlow came the report that the U. S. Bureau of Public Roads wants a much more drastic realignment: a complete re-routing of a Highway 66 superhighway from Topock, Arizona, to Los Angeles via

Twentynine Palms, Morongo Valley, and San Geronio Pass (see map).

If the state's proposed realignment was a bombshell, the Federal Government's recommendation was a cosmic explosion! The fight is on. Various



A STRETCH OF U. S. 66 NEAR NEWBERRY IN 1923 WHEN GRADING WAS STARTED BY THE STATE



THE SAME U. S. 66 STRETCH IN 1924—AFTER ONLY ONE SEASON OF GRADING WITH DRAGS



A ONCE-FAMILIAR MODEL T WAS DRIVEN FROM SAN BERNARDINO TO NEEDLES IN ONE DAY IN 1924—SENSATIONAL TIME CONSIDERING THE STATE SPEED LIMIT THEN WAS 35 MILES-PER-HOUR



community and county groups have issued the call to arms! Everyone who lives or works on the Mojave Desert appreciates the economic importance of Highway 66.

The original highway from San Bernardino to Needles—247 miles in length—followed the somewhat winding route of the Sante Fe Railway. The existing highway—the result of countless minor and a couple of major realignments—has cut the San Bernardino to Needles distance to 222 miles. Tomorrow's highway, thanks to the Ludlow-to-Fenner link, will shave the distance to 205 miles.

In the first decade of this century, the enthusiastic but small corps of men who dared drive horseless carriages began demanding not only



BELOW: THE VACANT SCHOOL AT GOFFS



"good" roads, but "through" roads. Two great transcontinental routes were envisioned by these early motorists. One was designated to link the East with San Francisco via the Overland Trail which the '49ers had traveled to the Golden Gate. This became, in time, the Lincoln Highway. But prior to the advent of paving, the stretches of this road through Utah and Nevada were often impassable, and sections farther east were closed in winter.

What was needed was an "all-season" road—a continuation westward of the Sante Fe Trail from St. Joseph Missouri, to Santa Fe — and thence across northern Arizona, along the course of the Mojave River in California, to Cajon Pass, San Bernardino

and the promised land of Los Angeles. Thus was born U.S. 66—known in its infant days as the National Old Trails.

To the Automobile Club of Southern California goes chief credit for the creation of the pioneer highway. In 1914, the Auto Club erected more than 4000 signs along the route — the project taking a full year. The signing cars were delayed as long as 10 days in some places when they twisted off drive shafts or plunged through flimsy bridge floors. The project paid big dividends, however. Automobile traffic into Southern California totalled less than 200 cars in 1913. The next year, when the

#### NOTHING NEW IN A DESERT HIGHWAY FIGHT

Highway improvements seldom come easily. Often they are fraught with emotion by sincere partisans. So stated Edwin Q. Sullivan, who for 36 years was in charge of District VIII (San Bernardino County) of the California Division of Highways.

Sullivan, who retired in 1950, could afford to sit back and chuckle over incipient protests which mounted from the Amboy area when the proposed shortening of U. S. 66, from Ludlow to Needles, was recently proposed. "The heat over this latest shortening is nothing to that engendered over the State's routing of U. S. 60-70 direct from Blythe to Indio," Sullivan recalled. "Why even the county supervisors joined in demanding the transcontinental route stay in its roundabout path through Mecca and Thermal. The present routing, I say, had God's assistance. A cloudburst wiped-out much of the old Mecca Road and buried both cars and trucks. It took the cloudburst to convince many the change was needed."

Through, paved roads connecting Southern California and the East were evolved after much experiment under Sullivan's direction. A wind tunnel model opened the way for U.S. 80 paving from El Centro to the Colorado replacing the old plank road. When critics said paving desert routes would bankrupt the state, the highway engineer first transformed sandy and rocky trails into graded routes, then evolved the oil-earth mixture that has become so familiar. In the 1920s, however, the idea was so revolutionary that far off Australia, Chile and French Africa sent engineers to study and learn at the San Bernardino district headquarters.

*continued on page 33*

**Soda Pop**

**Bitters**

**Ink**

12"

11"

10"

9"

8"

7"

6"

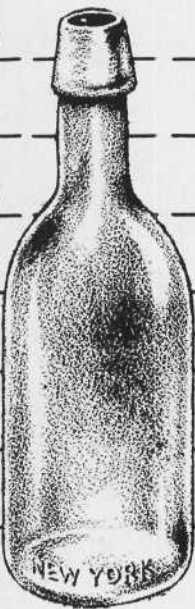
5"

4"

3"

2"

1"



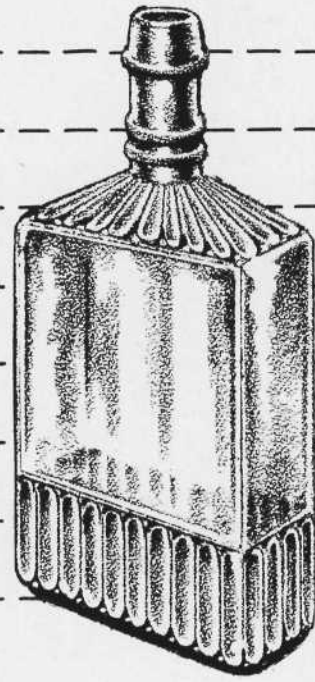
**A**



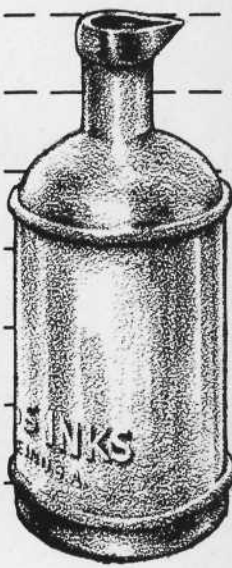
**B**



**C**



**D**



**E**

# LET'S GO BOTTLE HUNTING

By **ADELE REED**

— Bishop, Calif. —

Bottle Sketches By  
**AL MERRYMAN**

"HUMPHREY'S VETERINARY Specific" . . . "Wait's Kidney and Liver Bitters" . . . "Dr. Sykes Sure Cure For Catarrh" . . . "Aromatic Schnapps" . . . "Dr. Rosa's Balsam" . . . "Curling's Citrate of Magnesia" . . . "Homer's California Ginger Brandy" . . .

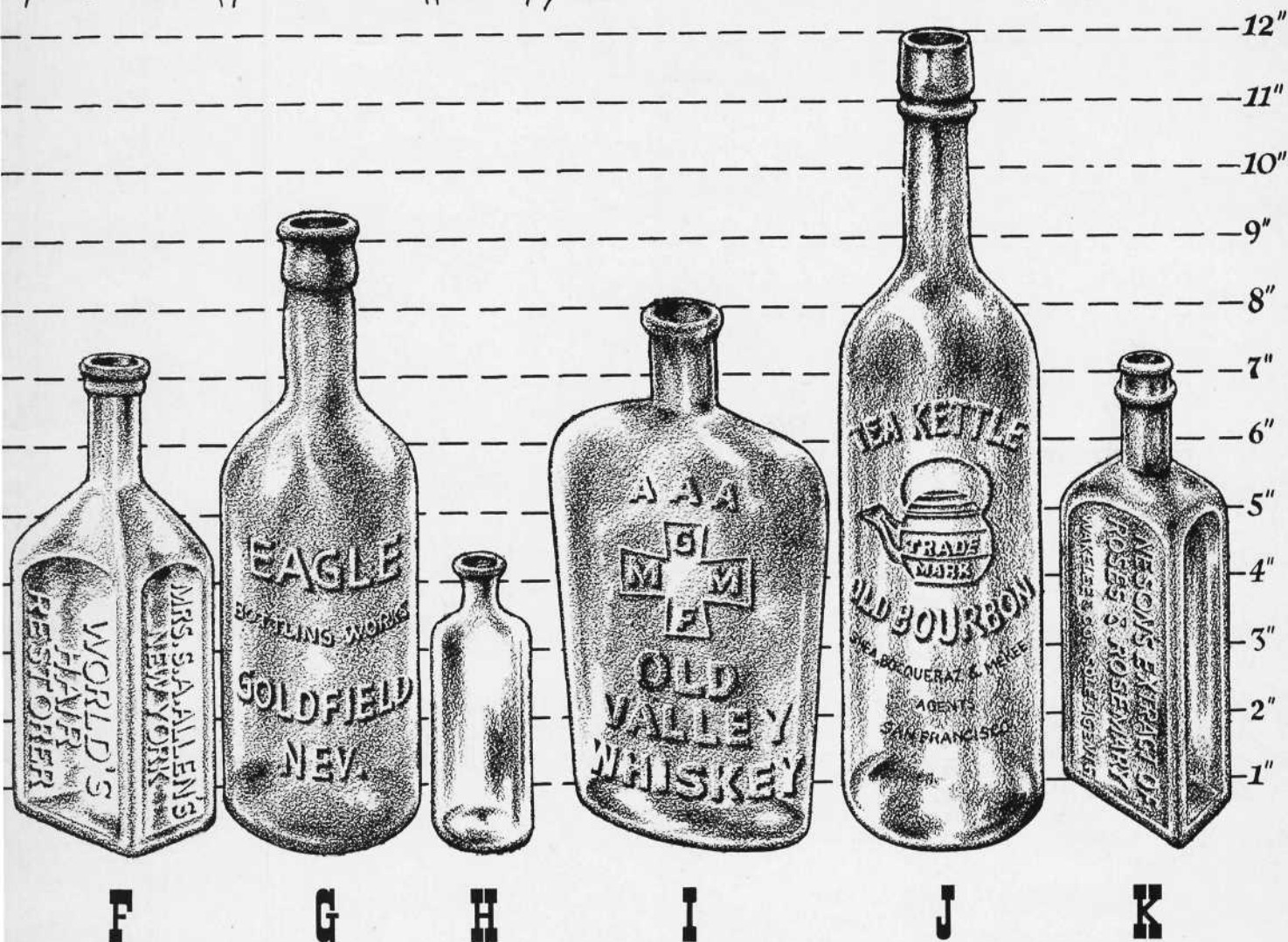
THESE ARE JUST a few of the hundreds of labels Western bottle collectors are familiar with. The list grows as an increasing number of hobbyists uncover new finds in old mining camp dumps and second-hand stores. The language of the collectors is heard more and more in the lonely places that have seen better days: "I'll trade you a 'Dr. G. S. Wait's Flavoring' for a good 'California Fig Bitters'."

PEOPLE OF ALL AGES and from all walks of life are taking-up this fascinating hobby. They spend a great deal of time in libraries perusing



# Hair Lin- Whiskey Extract

## Restorer Beer iment



the many new books on the bottle hobby as well as old almanacs and newspapers—searching for clues that will identify the varied bottles coming into their collections. Another good source of information is the trade or advertising card (collecting these is a hobby in itself), samples of which are reproduced on the next page.

THIS YEARNING TO LEARN the history of each bottle is very much a part of this hobby. But, the best source of background information remains the bottles themselves, many of which are imprinted with the name of the product and its ingredients, what they were supposed to do, and directions for their use.

WHEN THIS INFORMATION is printed on a paper label, and the bottle collector unearths such a bottle, he must act quickly, for the paper

*Text continued on page 15*

## LEGEND

**A-B SODA POP.** The soft-drink bottle was standardized — with minor variations. The "New York" bottle (A) is sky-blue and opalized. The "El Dorado" (B) is a sea-green color. Collectors call these pop bottles, "blob tops."

**C-D BITTERS.** Lash's Bitters (C) was bottled in New York, Chicago and San Francisco—and drained in the desertland's roaring mining camps. Bottle D carried a foil around its collar imprinted with the words: "Lu-Lu Bitters." These "spirituous liquors" were flavored with macerated bitter herbs—a mild tonic that at best stimulated the appetite and improved digestion. It is likely that no other category of bottles and no other class of antiquaria has so much background in folkways and is so worthy of study as are the bitters

*Legend continues on next page*

# LEGEND

(continued)

bottles. The Lash's bottle has 14 panels on its sloping shoulders. Lu-Lu is fancier, with a total of 26 panels around the shoulder and 30 around the base.

**E INK.** This ink bottle is colored a pale amethyst. The inscription reads: "S. S. Stafford's Inks / Made In U.S.A." The mining camp newspaper editors emptied a great many of these and other ink bottles (as well as bottles I and J) in their effort to bring the isolated, news-starved citizenry the latest gossip.

**F HAIR RESTORER.** While Mrs. S. A. Allen sat in New York brewing her "World's Hair Restorer," her busy sales force was beating the Western bushes for the handful of bald and balding men who needed the magic ingredients that came in these bottles to make life at the Fireman's Ball or the Masonic Picnic a mite more enjoyable.

**G BEER.** Shape of the beer bottle has remained rather standard to this day. Bottle G carries the Eagle label — a local brew. The Goldfield brewery is in ruins, but a few years ago a local resident uncovered several full bottles of the stuff while digging fence posts. A mining town

became a city when it had a high school, railroad depot—and local brewery.

**H LINIMENT.** The tiny bottle (H) is aqua-colored. Engraved lengthwise on its round sides are the words: "Johnson's American Anodyne Liniment." The dictionary says that anodyne is "any medicine that allays pain, as an opiate or narcotic." The opium that was a part of every Chinatown in the West came in very small bottles, too, but with somewhat longer necks than has Bottle H.

**I-J WHISKEY.** The rolled-lip flask (I), either plain or with label, is one of the most common relics of the Old West. This fact speaks volumes for what went on in the mining towns where "Every night was Saturday night, and Saturday night was the Fourth of July!" Bottle I is a beautiful olive-amber color. The Tea Kettle bottle (J) is not unlike today's whiskey bottles.

**K EXTRACT.** Just what every boom-camp cook needed to give that extra something to his pot of side-meat and beans: roses and rosemary extract. Bottle K is cobalt blue—undoubtedly the same color one's face would turn after sampling the afore-mentioned bean dinner.



## TRADE CARDS

Prior to the advent of nationally-circulated periodicals, manufacturers — especially of patent medicines — relied on the trade card to carry their advertising messages to the buying public. These cards were commonplace on the counters of America's stores. Aside from their historical value today, the trade card provides the modern bottle hunter with important clues for identifying certain bottles.



A BOTTLE  
HUNTER GETS  
LUCKY IN THE  
VIRGINIA CITY  
DUMP



## BOTTLE HUNTING (continued from page 13)

label will quickly curl on contact with the atmosphere. What I do in this case is give the label a fast cleaning with a fine brush, and then apply a plastic spray.

ONE OF MY MOST interesting label finds was on a bottle that proved to be "Bird Bitters"—specially concocted for caged birds to "improve song through the moulting season." Life in the West's old mining camps may not have been as austere as we have been led to believe.

TWO OTHER LABEL finds made during this past year: "Vinol—made from fresh cod livers." It cured "all diseases of the throat and lungs, weakness and torpor, lack of animation and impoverished blood." The second label was "Pure Castor Oil—prepared by a new and approved process, safe for adults and children, ready for instant use." There also was a slogan on the label: "As sweet as . . ." The last word was obliterated. Exasperating! But, that's all part of the bottle hobby.

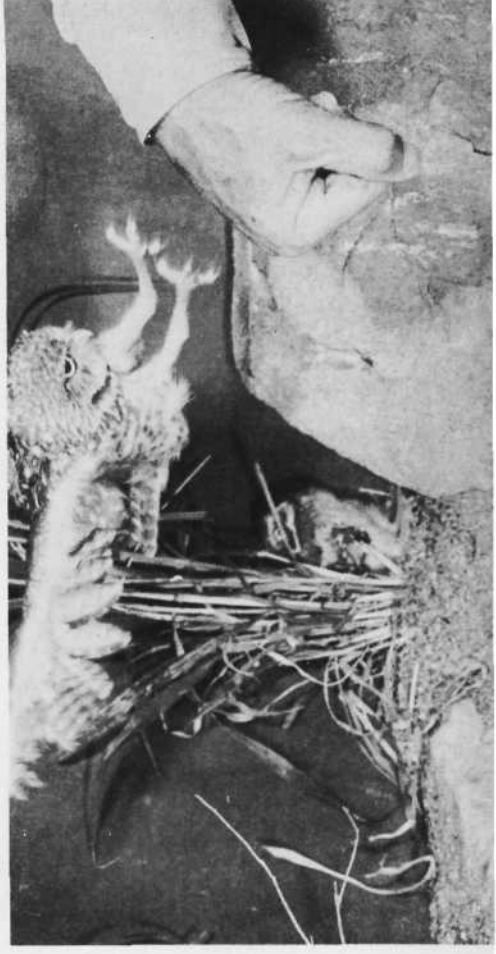
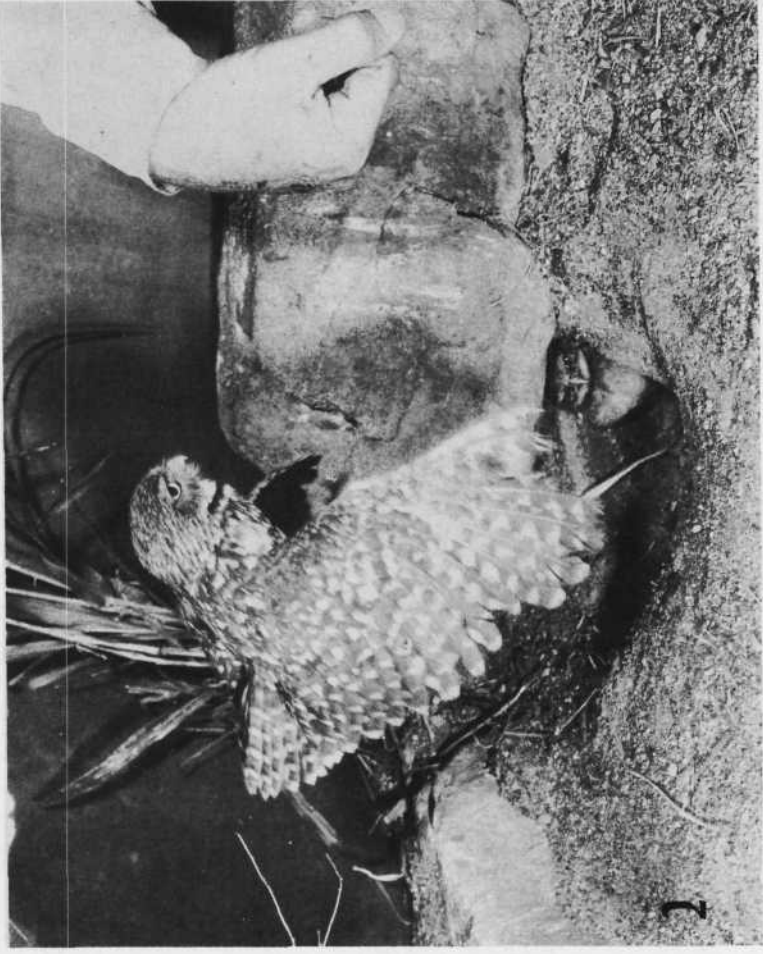
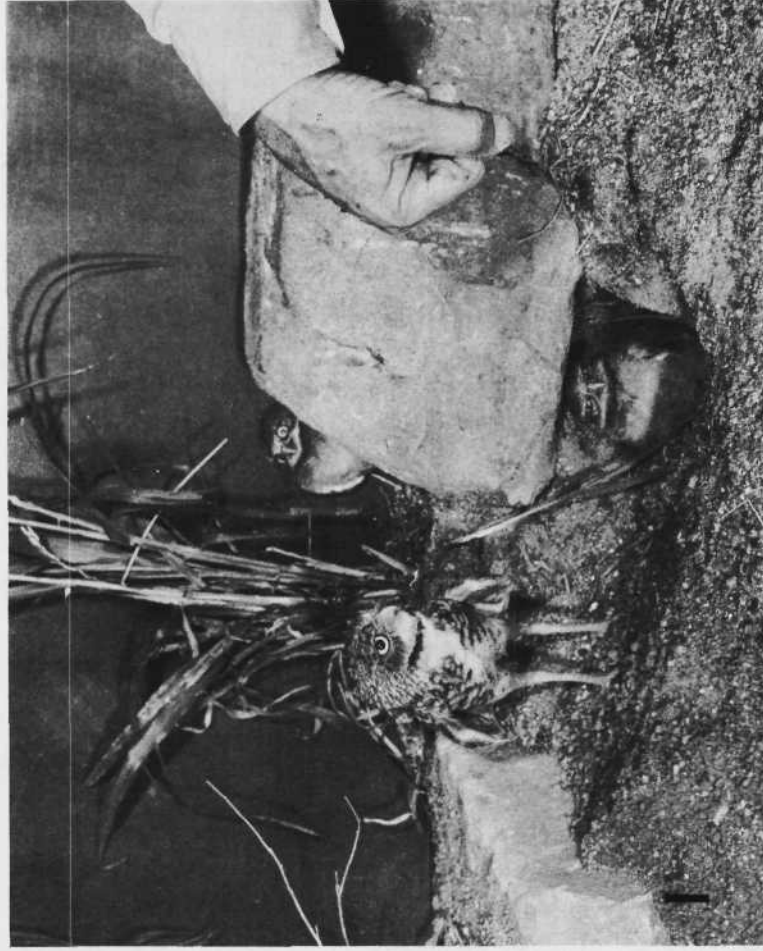
THE WEST'S MINING CAMP dumps have been pretty well worked over by the relic collectors. I would suggest that the new hobbyists turn their attention to such areas as old farm dumps, saw mill camps, hunting camps, and deserted cabins, cellars and ditches in areas that have had a long period of occupancy. ///



IF YOU WANT MORE INFORMATION on bottle collecting, you can order Adele Reed's book, "Old Bottles and Ghost Towns," from Desert Magazine Book Store, Palm Desert, Calif. Illustrations by May Jones; 55 pages; papercover; \$2. Also available by mail are two papercover books by May Jones, "The Bottle Trail—Vol. I" and "The Bottle Trail—Vol. II." The Jones books sell for \$1.50 each. (Add 15c per book for postage, handling; 4% Calif. sales tax.)

MOTHER LOVE IN ACTION

**With Temper and Talons, a Burrowing Owl Protects Her Nest**



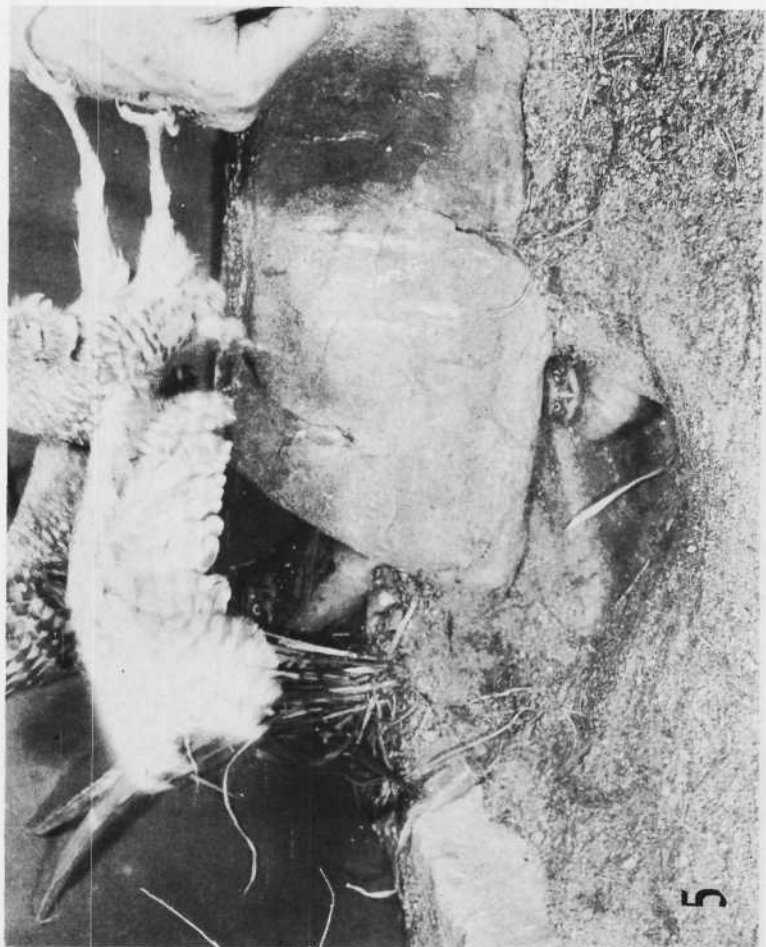




3



4



5



6

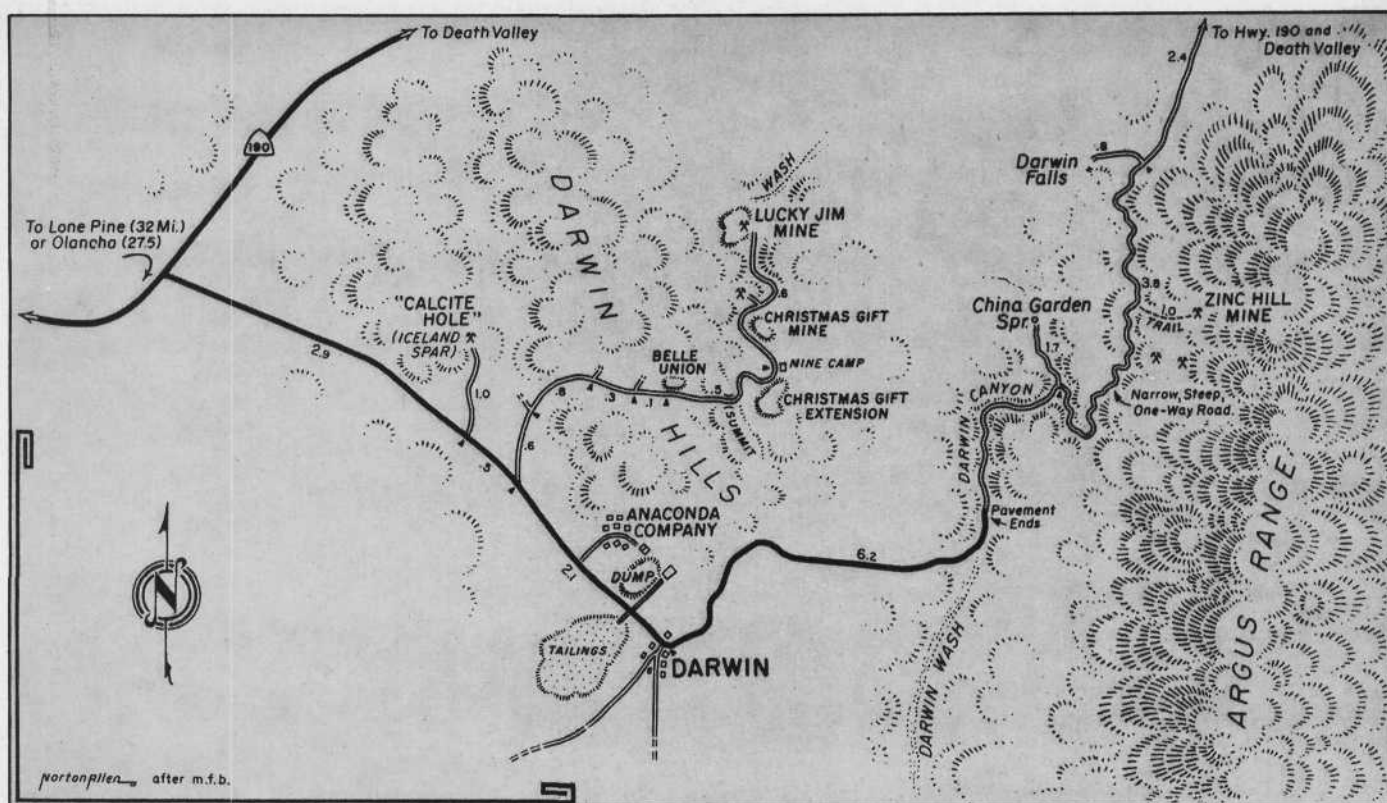
This remarkable photo series of a burrowing owl attacking an intruding human fist was taken by photographer Mervin W. Larson at the Arizona-Sonora Desert Museum in Tucson.

The long-legged, sandy-colored burrowing owl makes up in courage what it lacks in size. The heroic actions pictured above came about as a direct result of the nesting of a pair of the birds at the Arizona-Sonora Desert Museum at Tucson. Their first nesting (they have done it twice) established a new captive breeding record for the United States. The only other known captive breeding record for this species was in Europe in 1895.

Writes Lewis W. Walker, associate director of the Arizona-Sonora Museum: "As the breeding of

any wild animal in captivity is usually due to surroundings and foods which make them feel entirely at home and contented, the Desert Museum is rather proud of this record. And by the action of the adult bird in these photos, the parent of the young owlets is proud of it, too."

Burrowing owls quite often are seen abroad in the desert in bright sunny hours. These small birds prey on grasshoppers, other insects, small lizards and, at times, mice. Burrowing owls are earless. They are found in open country throughout the West. ///



## FIELD TRIP

# MINERAL MECCA at DARWIN

By Mary Frances Berkholz

**D**ARWIN'S flamboyant career began in 1874 with discovery of rich silver-lead and zinc ores. The wild rush was soon underway. As the news spread, men deserted their claims in other camps and headed for the Darwin Hills. Here, perhaps, they would make the big strike!

Darwin's population quickly jumped to 5000, mills were erected, and a daily newspaper began touting "the biggest strike yet." Night-life was so rough and rowdy that a local peace officer could say with accuracy that "of 124 graves on Boot Hill, 122 were the result of a gun or a knife." A "tough-one" they called this Silver Queen, Darwin.

Fire twice leveled the camp, and

twice its undaunted population rebuilt. As the successor to the hopes of doomed Panamint, this was the camp that would endure! This was the town that would grow to permanence.

By 1888, just 14 years later, Darwin's mines were shut-down, its houses and stores empty. The rich easily-mined surface ores were exhausted. During the later years, the mines were intermittently operated by various lessees. In 1945, the Anaconda Company purchased the main group known as the Darwin Mines, which have been in various stages of production to the present.

The total production from the Darwin District has amounted to more than \$37,000,000. Large ore deposits remain, as yet, untouched.

The Darwin District is the amateur mineral collector's happy hunting ground. Over 60 minerals have been identified from these lead-silver-zinc deposits. Some of the showier specimens you may collect are galena, cerussite, barite, pyrite, fluorite, anglesite, spalerite, malachite, hemimorphite, vanadinite, garnet and scheelite.

Hundreds of old mines and pros-

pects dot the hills. Deep mine shafts abound. Old mine and camp buildings are numerous and in various stages of decay. While not in operation, all the mines are under claim. It has been my experience that most mine owners do not object to courteous rockhounds collecting on their mine dumps. In fact, these owners are generally quite willing to discuss their mine and give you some idea of what you may find. They do object to any commercial collecting, vandalism and litter.

Weeks, months and even years could be spent collecting specimens in the Darwin District. There are four main areas, however, from which the collector can gather a representative sample of the district's minerals. These are the Anaconda dump, Calcite Hole, Northwest Darwin Hills, and Zinc Hill.

Anaconda's big dump is just a mile west of town, and offers a large variety of minerals. Permission to collect on this dump must be obtained from the Mine Superintendent. He is in residence at the large mining camp the company has erected near the dump.

You probably will want to spend

*continued on page 35*



# AN EASTERN ARTIST FINDS THE DESERT'S REAL TREASURE



A SELF-PORTRAIT OF HENRY MOCKEL AT WORK

IN *DESERT*'s June '61 issue we presented some pen-and-ink sketches by Henry Mockel, an artist then fresh from the East. Mockel's "Mojave Discovery" portfolio consisted of those common desert scenes which an Eastern artist might find a little uncommon: the maze of signs at the junction of a jackrabbit homestead road; campers sleeping by the roadside; photographers with expensive camera equipment pointed to distant beauty — while the beauty of a delicate flower goes unnoticed at their feet.

In *DESERT* for September, 1961, Mockel told—in words and pictures—how he decided to settle down on the Mojave—at Twentynine Palms. There he opened the Pioneer Art Gallery, and there he has been busy these many months creating a series of distinctive note cards featuring more than 30 desert blossoms. (Packaged in dozen lots, with envelopes, these cards sell for \$1.50. Orders should be sent to Mockel at Box 726, Twentynine Palms, Calif.)

And now—once again with words and pictures—our once-Eastern friend gives us his interpretation of the desert's real treasure. Color plates appear on the next page; Mockel's words follow:

Although I cannot resist painting desert landscapes, and cover considerable distances to do so, the major part of my production concerns itself with picturing the flora of the desert. It is not my intention to point out the scientific aspects of plantlife endemic to this arid region, nor to direct attention to the extra-

ordinary viability of seeds or the adaptation of different species. It is rather to convey my pleasurable feeling at coming upon one of these little creations that seem to live their short existence cheering the passing stranger with joyful visage. If I were an insect, my urge would be of a different nature, but then I wouldn't be making pictures of flowers.

The first desert flower that I ever saw was the Yellow Cup growing in solitary insignificance in Mule Canyon in the Calico Mountains. Having a fondness for the wildflowers of the East, I made a picture of it. And that was the beginning.

Then I discovered the Dune Primrose right next to a well-traveled highway. I remember that cold March morning when I spent hour after hour sketching.

The little Five-spot chose to grow under a wobbly wooden trestle in a ghost town in the Providence Mountains, as did also the *Campanulate Phacelia*. To do this one, I had to lie flat under some creosote bushes.

The Sand Verbena lends the most colorful patterns to desert views and probably is the best known and liked of our wildflowers.

I have had lengthy discussions with botanists regarding the Desert Gold Poppy. While drawing these, the similarity to other poppies became obvious to me. I was told that at present scientists were classifying them into 50 sub-species. It is too involved for me, as all I wish to do is to make a presentable picture.

The-Hole-In-The-Sand (*Nicolletia occidentalis*) we discovered while proceeding on tip-toe on a short-cut from Pioneer Town to Big Bear. The road was recommended to us as being scenic. We had to build only one bridge, while the rest of the time, as occasion demanded, a short hasty prayer sufficed.

The sight of a Smoke Tree in bloom is rewarding even from a distance, but is more so close-up. There is usually a swarm of bees enjoying a feast during this time, so some caution should be exercised.

ON THE NEXT TWO PAGES —————→

EIGHT MOCKEL DESERT BLOSSOM PAINTINGS

ON PAGE 22 —————→

A CALIFORNIA DESERT WILDFLOWER GUIDE



*Sand-Verbena*

A.R. MCKEL



*Dune Primrose*

© S.R. MCKEL



*Till in the Sand*

A.R. MCKEL



*Desert Five-spot*

A.R. MCKEL





*Yellow Cups*



*Campanulate Phacelia*



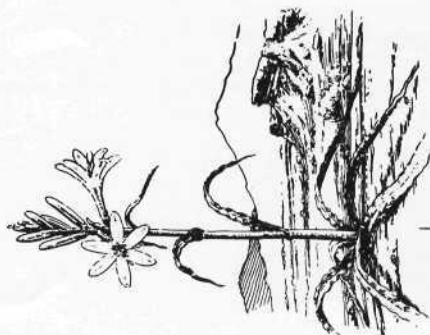
*SMOKE TREE*



*DESERT GOLD POPPY*

# PEAK BLOOMING PERIODS - - - CALIFORNIA DESERT WILDFLOWERS

JAN.	FEBRUARY	MARCH	APRIL	MAY	JUNE
<p>..... <b>IMPERIAL VALLEY</b> .....</p> <p><b>Best Areas:</b> Holtville, Algodones Dunes, south of Hwy. 80 between Calexico and Ocotillo.</p> <p><b>Dominant Species:</b> desert lilies, evening primrose, lupine, phacelia.</p>	<p>..... <b>ANZA/BORREGO (lower elevation)</b> .....</p> <p><b>Best Areas:</b> base of Superstition Mountains, west of Imperial, Borrego Valley.</p> <p><b>Dominant Species:</b> desert lilies, lupine, verbena, primrose.</p>	<p>..... <b>DEATH VALLEY (lower elevation)</b> .....</p> <p><b>Best Areas:</b> Jubilee Pass, Hwy. 190 near Furnace Creek Inn, base of Daylight Pass.</p> <p><b>Dominant Species:</b> desert star, blazing star, geraea, mimulus, encelia, poppies, verbena, evening primrose.</p>	<p>..... <b>COACHELLA VALLEY</b> .....</p> <p><b>Best Areas:</b> North shore of Salton Sea, Box Canyon, Del Sol Road.</p> <p><b>Dominant Species:</b> verbena, evening primrose, geraea, hairy-leaved sunflower.</p>	<p>..... <b>ANTELOPE VALLEY</b> .....</p> <p><b>Best Areas:</b> Quartz Hill, east and west of Palmdale, Fairmont, Hi Vista.</p> <p><b>Dominant Species:</b> poppies, phacelia, coreopsis, desert aster, gilia, primrose.</p>	<p>SOME YEARS the desert is spectacular with wildflowers; other years the blossoms are almost nonexistent (but never totally absent). A "good" wildflower year depends on three things: well-spaced rainfall through winter and early spring months; sufficient warmth from the sun; and the lack of desiccating winds. It is too early to predict what kind of year 1963 will be—but a late January or February storm may be your clue that the March-April flowers will be out in force.</p>
	<p>..... <b>ANZA/BORREGO (higher elevation)</b> .....</p> <p><b>Best Areas:</b> Anza, Julian, Warner Springs.</p> <p><b>Dominant Species:</b> poppies, buttercups, lupine, penstemons, mallows.</p>	<p>..... <b>MORONGO/YUCCA VALLEY</b> .....</p> <p><b>Best Areas:</b> along Twentynine Palms Hwy., Old Woman Springs.</p> <p><b>Dominant Species:</b> encelia, poppies, blazing star, yucca, Joshua.</p>	<p>..... <b>DEATH VALLEY (2000-4000 foot elevation)</b> .....</p> <p><b>Best Areas:</b> Panamint.</p> <p><b>Dominant Species:</b> paintbrush, desert rue, lupine.</p>	<p>..... <b>JOSHUA TREE/EAST MOJAVE</b> .....</p> <p><b>Best Areas:</b> along Hwy. 66 from Barstow to Needles, Joshua Monument.</p> <p><b>Dominant Species:</b> desert sunflower, sage, asters, poppies, verbena, yucca, Joshua.</p>	<p>..... <b>DEATH VALLEY (above 4500 feet)</b> .....</p> <p><b>Best Areas:</b> High Panamint.</p> <p><b>Dominant Species:</b> wildrose, golden rabbitbrush, Panamint daisies, mariposa, lupine.</p>
		<p>..... <b>OWENS VALLEY</b> .....</p> <p><b>Best Areas:</b> Lone Pine, Alabama Hills.</p> <p><b>Dominant Species:</b> gillias, phacelias, daisies.</p>			





**Desert  
TEST-DRIVE  
REPORT  
• BY •  
V. LEE OERTLE**

# THE NEW JEEP

**A** DESERT MAGAZINE test-drive of Jeep's new CJ-5 intrigued me. How well would this giant of the four-wheel-drive industry stack-up against the formidable newcomers?

Jeep's long domination of the field is being challenged by four strong competitors: the International Scout, Toyota Land Cruiser, British Land Rover, and the new Datsun Patrol, all previously tested by *DESERT*. Was Jeep now coasting, merely riding the crest of an almost legendary reputation? These were some of the questions running through my mind while making arrangements for the loan of a new CJ-5. Hundreds of thousands of words have been written around Jeep—and now there was a new model to consider.

Like everyone else who has spent some time in the Southwest, I've been in and out of dozens of Jeeps, in all kinds of situations and terrain. Most of my experience has been with the

older models — four-wheel-drive station wagons and surplus military Jeeps (salvaged from South Pacific jungle islands).

My first clue to the CJ-5's impact came from the response I got from the factory when I requested a vehicle for this special *DESERT* report. The waiting list was five weeks long! So I scouted around until I found a dealer, Bob Fuerhelm, manager of Pasadena's Milne Brothers Jeep agency, who offered to loan me his personal machine, a month-old CJ-5, fully equipped except for winch. When

I picked it up, Bob proudly showed me fresh battle-scars on the machine received in the recent Georgetown (Calif.) rough-country run. The front bumper was curled up in a bent sneer. One taillight was smashed beyond hope, and the door on the passenger's side was impact-seized part way open. I waved his apologies aside. Having gotten this close, I was not about to wait a week for the car to be prettied up! While it was still in a fighting mood, I wanted to point the CJ-5 eastward.

The ride out of Pasadena remind-



A JEEP CJ-5 STOPS AT THE EDGE OF A CLUMP OF CACTUS

*(Includes visits to Rainbow Bridge, Gregory Natural Bridge, Hidden Passage, Twilight Canyon, Hole-in-the-Rock, Music Temple, Forbidding Canyon and other deep and scenic canyons where ruins of the Pueblo Indians may be found.)*

Apr 21-27	June 19-25	Aug 18-24
May 12-18	Jun 30-Jul 6	Aug 28-Sep 3
May 20-26	Jul 10-16	Sep 8-14
May 29-Jun 4	Jul 28-Aug 3	Sep 18-24
	Aug 7-13	

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(Includes visits to Gregory Natural Bridge, Coyote Gulch, Hamblin Arch, Jug Handle Arch, Steven's Arch and others including deep canyons abounding in Indian ruins.)

**April 14-21      May 5-12      July 21-28**

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(A canyon of splendor with many exciting rapids. Old abandoned ranches, ruins.)

June 9-15

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ed me once again that the purpose of a four-wheel-drive vehicle is to take you where ordinary cars can't. Some comfort is sacrificed in the process. The degree of comfort lost while manufacturing such a specialized vehicle varies according to the role each maker sees for his product. For example, I believe the International Scout is a unit for double-duty—on or off the road, in town or out. The two Japanese imports (Land Cruiser and Datsun Patrol) are built heavy with bigger bodies and more horsepower and perhaps are designed to attract not only sportsmen, but farmers and heavy industry as well. The Land Rover is obviously an attempt to bracket many possible uses for a 4wd car, from African safari to guided tours in Utah.

If there is one thing that stands out when you see and drive the Jeep CJ-5, it is this: this machine is built for wilderness travel with no attempt to compromise, out-speed, or out-gun anything else in the field. You sense that it is probably the creature of evolution, and I doubt that the engineers had any other vehicle in mind when the CJ-5 was conceived. The ride on paved roads is firm and unyielding. The interior is so plain it is austere. No frills. No gadgets. Just the mechanical necessities, proved by years of experience in this field. Passengers and crew rate only the CJ-5's bare comfort.

It handles easily in traffic, with a shade more physical effort involved than with most of the competing vehicles. The 81-inch wheelbase, so agile and sure-footed off the highway, does cause a somewhat bumpy ride over city streets. It's the shortest wheelbase currently offered in a 4wd car. Some of the competitors look like buses when parked beside the CJ-5.

An almost unlimited variety of cab styles and accessory equipment is available for this vehicle. The test model was equipped with a full factory hard-top, with *sliding* doors, and a tail-gate window that slides on a twin-track to recess under the roof. A simple trigger-release for this window can be actuated from the front seat by reaching up and back and tripping the catch. Front windows slide up and down, rather stiffly, but they aren't apt to change positions while driving over rough ground. Front windows do not fully recess into the door frame, rendering the sill useless as an arm rest, to my annoyance. There were no sun visors. (I haven't found sun visors on any of the 4wd cars, yet!)

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HARDTOP MODEL IS BEST WHERE RAIN, WINDSTORMS OR DUST ARE PROBLEMS

Acceleration — fair, nothing exciting out of the 75-horsepower four-cylinder engine in this respect. Gear-train noise — normal, no better or worse than some of the competitors. Visibility — better than average, since the test model was equipped with oversized windows in the hardtop version.

On the open freeway, the Jeep ran along smoothly with very little tendency to drift into other traffic lanes. It feels solid and well-balanced in the turns, despite the low weight of 2274 pounds (almost 700 pounds lighter than anything else in this field and a thousand pounds lighter than either the Datsun Patrol or the Toyota Land Cruiser, both of which ride more smoothly).

Front and rear treads are equal at 48.5 inches. Cruising speeds were somewhat less than I liked, at 55 miles per hour. I have no quarrel with people who insist that they do not need higher speeds. This is an individual matter. What concerns me is the possibility of a still further drop in speed when the CJ-5 is fully loaded. However, with two of us and a light load, the Jeep handled satis-

factorily up to its maximum speed, with no special problems in passing slow trucks. It won't "zip out" around slow cars, but it gets there with reasonable persuasion.

The range of mountains selected for the test had the widest possible varieties of obstacles. I turned off the road and skirted a clump of prickly-pear cactus that stretched for two acres up the hillside, then stopped to set the front hubs in lock position. The three-speed transmission, front-drive and transfer case levers are all floor mounted within convenient reach of the driver. Shifting was a bit stiff, but this I attribute to the newness of the vehicle.

I gunned the engine, and the new Jeep bounded up over a pile of shale and we started into a long narrow ravine. Body width of the CJ-5 is only 56.2 inches, far less than competitors, which should allow it to sneak through narrow banks with ease. However, the spare tire is attached to the side of the body and appears to add another foot to overall width.

Overall body length is 135.5 inches,

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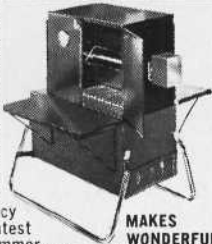
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FRONT-DRIVE LOCK-OUT HUBS ARE GOOD INVESTMENT — SAVE WEAR ON PARTS, REDUCE WHINE

body height is 66.2 inches. Jeep is far and away the smallest in overall size. The machine can wind through impossible - looking thickets with nothing more serious than scratched elbows, and an occasional stinging slap as a branch flings back into the driver's face. Steering radius of the CJ-5 is 18.5 feet, which allows it to be jockeyed without difficulty.

We coasted along in high range, front drive, then shifted to compound low—which delivers an overall gear-reduction of about 37:1. The hill ahead loomed darkly upward — so steep you had to bend forward to see the crest. Loose surface gravel dotted the path, and I mentally made a note of our surroundings in case we started to slide backward when we were half way up!

Multiplied many times by gearing, the 75-horsepower engine literally clawed up the slope, climbing to such a steep angle in such a short time that I was willing to swear it had outside help. Once or twice one front wheel would spin furiously, then it would catch and prod us on and over the ridge, away from the terrifying backward glance that warned me not to slack off on the gas pedal! I paused at the top and sniffed the air inside the cab, checking for any odor of burned clutch—a sure sign of either overloading or underpower—but found none. My companion had then regained some of

his color, and I waited a minute for him to release his hold on the edge of the seat. All he had to say was: "When you write this test report be sure to mention the CJ-5 needs a good grab-handle on the dash."

Several more runs were made at varying angles up to about 45-degrees or better, with the same results. I headed the CJ-5 over sharp rocks, loose soil, then slid it down a slippery hillside covered with dry grass. The brakes work smoothly and hold the machine steadily while you're looking for a way out of trouble. It was about this time that I began to realize the situation was growing a little ridiculous. The truth was the Jeep was testing *me*—instead of vice versa.

There was no grade it would not take, except those I had no stomach to try. After an hour of brutal ascents and descents, I offered the wheel to my companion and pointed at a particularly mean-looking ridge but got only a wild-eyed stare in return. No soap. It was *my* job to try and puncture the Jeep's reputation, and I wasn't racking up many points.

After several hours of this, I began to feel as though the CJ-5 was just an extension of my arms and legs, crawling over rocks and sharp roots and bending brush underfoot in utter contempt. Jeep's CJ-5 obviously matches the reputation past buyers have stoutly expounded. The ride is





NEW JEEP'S REAR WINDOW SLIDES UP, RECESSES INTO TOP OF HARDTOP BODY

a little stiff, the body a little small, the cargo area a bit cramped, and highway speeds nothing to worry the sheriff—but beyond that, the Jeep is a man's car, ready to go places and do things no sane person should demand of it. The lack of comforts and other minor considerations (in a vehicle of this type) will not worry the serious desert traveler who wants maximum penetration capability with maximum reliability.

Fuel capacity of the CJ-5 is 10.5 gallons, but there is room to attach spare fuel tanks. Standard tire size

is 6.50x16, and the payload is rated at 1476 pounds. Ground clearance was at 8 inches. The engine delivers a relatively low 114 pounds-foot of torque, but I cannot deny that the vehicle did all that was asked of it. I believe the stiff ride is offset somewhat by the added advantage of low weight, small size, and exceptional penetration potential.

Basic price of the Jeep CJ-5 on the West Coast is about \$2139, going up to about \$2900 for a fully equipped model. ///

## COYOTE CANYON

A popular 4-wheel-drive — and trail scooter — route follows the desert's historic corridor

By HORACE PARKER

author of "Anza/Borrego Desert Guide Book"

**W**E ARE fortunate to have preserved within the 500,000 acres of the Anza/Borrego Desert State Park, largest state park in the United States, some of the finest, most diversified scenery in the Colorado Desert. We are fortunate, too, that much of this scenery is accessible. There are nearly 500 miles of "routes of travel" in the park for the adven-

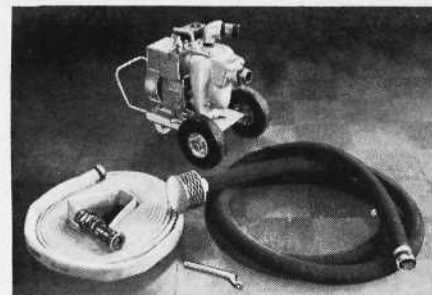
turous *four-and-one-wheel* drivers (four-wheel-drive vehicles and scooter-cycles). These trails should not be attempted by those driving conventional passenger cars or pick-up trucks without first consulting park rangers. Needless to say, the sand-buggy has little difficulty negotiating four-wheel-drive country.

The four-and-one-wheel drivers are



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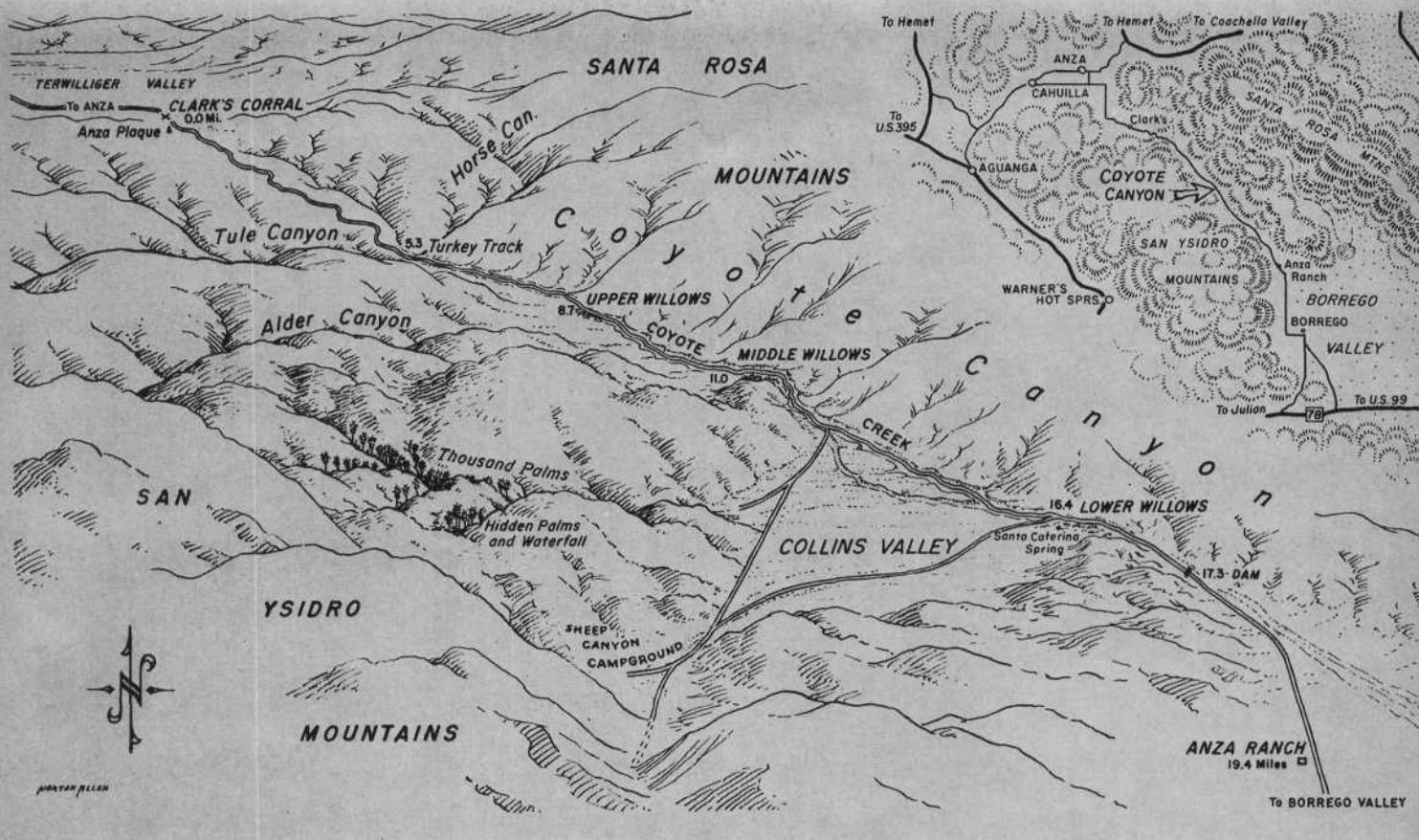
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### A HOBBY THAT PAYS



welcome in Anza/Borrego—provided they observe the park rules and use the designated routes of travel. These include the paved and dirt roads and the dry washes. With few exceptions (which a chat with a ranger will clear up) any dry wash is considered a route of travel. But even in these washes there is an unwritten rule that drivers follow the existing wheel tracks to keep wheel scars to a minimum. The reason why allowing vehicles in the dry washes does not conflict with good conservation practices is that seasonal flash floods scour these washes from time to time, obliterating all traces of man's invasion.

Cross-country exploration by motor vehicles is another story. Cross-country travel is strictly prohibited. You need not look far to find a good

reason for this rule. Just outside the park boundary in the badlands area are mud hills which are used by drivers who engage in the sport of "hill-climbing." The scars left by wheel tracks on these hills will remain for at least 50 years — perhaps forever.

A few years ago enforcing the driving regulations within the park was not so important. In those days the annual visitor totals were in the hundreds of people. Last year, nearly 750,000 persons made use of Anza/Borrego.

**K**ALEIDOSCOPIC, well - watered Coyote Canyon in the northwest corner of the park is one of the most historic and scenic desert canyons in the Southwest. Its 16-mile length is traversed yearly by hundreds of four - wheel - drive vehicles,

trail machines, motorcycles and sand buggies.

Coyote Canyon served the early Indians as a year-round home and as a main route of travel in and out of the Salton Sink. The Spanish and pioneer American travelers also used Coyote Canyon as a "main highway."

Anza, in 1775 on his second expedition, came through Coyote Canyon with the first white colonists to traverse the land route from Sonora to Alta California. From the diaries of Fathers Font and Garces, who accompanied Anza expeditions, we have invaluable records of this country and its inhabitants as it was in the late 18th Century.

Coyote Creek, perhaps the largest year-round flowing stream in Riverside and San Diego counties, is fed

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FIRST WHITE CHILD MONUMENT AT UPPER WILLOWS IN COYOTE CANYON WHERE A CHILD WAS BORN ON CHRISTMAS EVE, 1775, TO ONE OF THE WIVES IN ANZA'S SECOND EXPEDITION



A JEEP PASSES THROUGH A WILLOW THICKET IN THE WELL-WATERED CANYON

by springs at its upper reaches and at its mouth. The water—no less precious today than it was in years past—eventually disappears into the sandy floor of Borrego Valley. The Spring of Santa Caterina, named by the Anza diarists, is said to flow nearly 200 miner's inches of the finest water to be found anywhere in the American deserts.

Coyote Canyon is rimmed with steep boulder-strewn mountains and rugged hills, while on its floor the waters of Coyote Creek support dense stands of true willows, desert willows, the exotic flowering tamarisk, smoke trees, cottonwoods and an occasional paloverde. In the higher elevations the pinyons grow; while the tributary canyons draining the San Ysidro Mountains to the west contain scores of hidden native palm groves.

Many desert denizens—the shy big-horn sheep, deer, desert kit fox, coyote, badger, wildcat and a variety of

reptiles, rodents, insects and birds—are found in this ruggedly beautiful canyon as it climbs from the Lower to the Upper Sonoran Life Zones.

The entire trip through Coyote Canyon—from the highway near Anza to the community of Borrego Springs—is approximately 35 miles in length. It can be made in four-wheel or one-wheel drive in a leisurely four to six hours. The lower 10 miles of Coyote Canyon is within the park boundaries; the trail in the canyon's upper reaches passes through both public and private lands.

Four miles from the canyon's mouth is sprawling Collins Valley. There is a campground and ranger outpost in Sheep Canyon, a tributary of Collins. Days can be spent exploring Collins Valley, named for an early settler, and its tributary canyons with their beautiful palm groves. Coyote Canyon is truly the "heart" of the park's Borrego sector.

///

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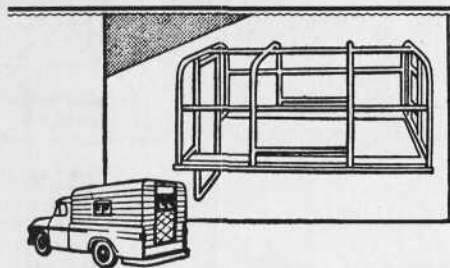
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# Desert Garden Guide

— THINGS TO DO IN FEBRUARY



## Perennials

February is the last month in most areas for satisfactory control of crab grass by "pre-emergency" treatment. Crab grass seeds that have just sprouted, and the thousands of seeds still in the ground can be killed if chemical is applied now. Even if all of the sprouted crab grass is not killed, the desirable grass has a better chance to survive. Water lawns as necessary.



## Trees

**LOW DESERT:** This is the month to plant citrus and evergreens, also bare-root deciduous trees and shrubs. Conifers, early-flowering deciduous shrubbery, and hardy broad-leaf evergreens can be pruned this month.

Evergreens do not follow the same growth-cycle as deciduous plants. The change between storing and manufacturing food goes on all the time, and therefore

the plant shows intermittent flushes of growth. Pruning will have less effect on the plants' processes if done in advance of these growth spurts. However, you can prune lightly at any time of the year.

Do not be in a hurry to prune frost-damaged branches. Wait until new growth shows below the injured spot.

Fertilize and water new trees.

**HIGH DESERT:** Prune deciduous trees. Wait until spring-flowering shrubs finish blooming before pruning. Fertilize shrubs and evergreens.

**NEVADA, UTAH AND NORTHERN ARIZONA:** Apply dormant spray in February to help destroy fungus spores, insect eggs, and pests which live through the winter. A stronger spray can be applied to trees and shrubs which do not have leaves, than can be used on those which are leafing-out. Spray the ground as well as the trunk and branches.



## Annuals

**LOW DESERT:** Set out tomato plants, eggplants and peppers, bedding plants for spring and summer bloom. Plant gladiolus bulbs at least four inches deep in sandy soil; three inches deep in heavy soil. A sprinkling of bone meal in the bottom of the trench for gladiolus will produce better flowers. Tigridias bulbs don't like cold ground; they will rot if they can't get started in a hurry—be sure to plant only after the weather has really warmed up. Tuberous begonias should be started in flats, or at least out of the cold this month. Sow seeds of calendula, nasturtium, candy-tuft and other fast-growing annuals.

## Lawns

**LOW DESERT:** Bare root plantings are still effective this month. Prune old roses. Foliage may remain on your roses all year, but should be pruned. In colder areas there may be some dropping of leaves—a sure sign they need pruning. Prune severely for long-stemmed bloom. Floribunda roses need only moderate pruning.

Cuttings of geraniums, fuchsias, lantanas and coleous will root readily if temperature can be kept near 60 degrees at night.

**HIGH DESERT:** Wait until March to prune roses. Most perennials can be divided and replanted if done before new growth has made much headway. Fertilize when new growth is active.

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## HIGHWAY 66

(continued from page 11)



FENNER'S ONE REMAINING BUSINESS BUILDING IS THE POSTOFFICE. THERE ARE 28 MAIL CUSTOMERS, MOSTLY FROM CATTLE RANCHES. WHEN FENNER WAS ON THE MAIN HIGHWAY, IT HAD STORES, CORRALS, AND WAS TERMINAL OF TWO MAIL AND EXPRESS STAGE LINES.

signing job was partly completed, 419 cars entered the state through Needles. The 1915 figure zoomed to 1367 cars; by 1917, despite some wartime restrictions on travel, more than 4000 vehicles rolled across the desert.

The link from San Bernardino to Barstow was largely a joining of ranch roads along the Mojave River. Barstow was two days by car from San Bernardino over a road that was alternately rocky or sandy—almost never smooth. From Barstow, the old road crossed the lava flow from Mt. Pisgah much as does U.S. 66 today, and dropped into Ludlow, then the busy terminus of the Tonopah & Tidewater as well as the Ludlow & Southern railways.

In Ludlow, the old road turned a half-mile south to continue through the town's principal business streets, and then left paralleling the railroad to Klondike, Siberia, Bagdad and Amboy. From the latter town, the road continued on to Cadiz, Siam (now non-existent), Danby, Essex, Fenner and Goffs—always sticking close to the railroad.

At Goffs, the pioneer motorist had three choices. He could: 1) follow the railroad to Needles by way of Bannock and Klinefelter (the route preferred after 1914); 2) make an arc to the south in the Piute Mountains to avoid sharp canyon curves alongside the railroad; or 3) sell or abandon his car and take the next westbound train back to San Bernardino.

The Santa Fe assisted materially in both the signing and improving of the National Old Trails. The railroad made possible the only non-

ferry crossing of the Colorado River by planking its Topock bridge. Auto travel was not seen as competitive, but rather as a means of boosting patronage at the many Harvey Houses along the iron rail.

Costs of signing the road were shared by Los Angeles and San Bernardino counties. Outside California, however, the Southern California Auto Club shouldered the entire expense. There was a cooperative agreement under which the National Old Trails Association signed, or helped pay for signing, the highway between Kansas City and New York.

Over the years, the straightening of the road has had dire consequences for some Mojave Desert towns. Chief victim of an early Cajon Pass realignment was Hesperia.

In 1926, Clement C. Young became California's governor. He named a onetime Highland grocery boy, Bert Meek, as director of public works. Bert looked over the state's highway system and didn't like what he saw.

Meek was the 1920s' version of Benedict Arnold, so far as the Mojave Desert was concerned. His realignment of the National Old Trails discarded the historic rail-highway partnership. He took the highway off Daggett's main street and left the Ludlow business district a half mile south of its course. Meek's highway stranded Bagdad. It paralleled the old routing in Amboy, but was 300 feet away. It passed through Needles on Broadway instead of Front Street.

What the Meek realignment did to these towns was nothing as compared to its treatment of Fenner, Goffs, Ban-

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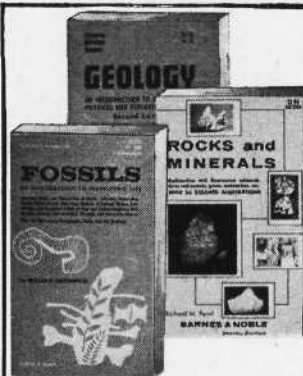
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FENNER POSTMASTER MRS. ROSE STINGHAM RECEIVES THE DAY'S MAIL FROM ALFRED CORDOVA, STAR ROUTE CARRIER WHO SERVES THE SMALL DESERT TOWNS EAST OF BARSTOW

nock and Klinefelter. The new road left the railroad at Essex and struck out boldly to the east, not to rejoin the old route until Java was reached about eight miles west of Needles. Also mortally stranded by realignment were Cadiz, Siam and Danby.

Goffs was left seven miles from the highway. Some traffic still used the old route, which became a county road, but one by one the business places were forced to close. Finally, the Goffs school closed and the children who remained were taken to Essex by bus.

Few people remain on the Mojave who remember the days when Goffs was a "tourist resort." It all sounds a bit fantastic today, but in the days before mechanical air conditioning, Goffs was indeed a summertime mecca.

In those days it was a commonly accepted axiom that few white women could survive the desert summers. Goffs, at the top of the hill, was 15 degrees cooler than Needles—a fact that brought a sizable summer population. Mother and the children enjoyed the luxury of a cottage at Goffs while papa either commuted by rail or kept bachelor quarters in Needles.

Restaurants, tourist camps, small hotels, and even rival gasoline stations sprouted in Goffs. In the early '20s the old frame school house was abandoned, and a new one of solid

concrete was erected. It had partially tiled roof and thick heat-resistant walls.

Today Goffs is but a skeleton of its former self. The stout walls of its concrete school stand surrounded by brush.

Apparently the new state alignment of Highway 66 will not alter the course of history in Goffs, but it will deal a kinder hand to Fenner—that is, if the state and not the Federal Government prevails in the choosing of the future course of the 66 lifeline. No one knows what will happen. What is known is that whatever happens will reshape the face of the Mojave.

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## DARWIN FIELD TRIP

(continued from page 18)

some time at the Iceland Spar deposit, known to collectors as the "Calcite Hole." Here, the showy rombeledrons, up to four inches across, are eagerly sought prizes.

The mines in the northwest section of the Darwin Hills are reached by a dirt road that branches north from the main road at a point 2.1 miles west of Darwin. The Belle Union is an old mine and appears to have been inactive for quite some time. The dump yields a few good crystal specimens of cerussite and hemimorphite, also excellent galena specimens.

Continuing on, the road climbs over a summit then begins to wind down a canyon; .5 mile from the Belle Union, a large dump will appear on the right. This is the Christmas Gift extension. Here the diligent collector will find showy specimens of cerussite deposited on limonite, calcite cleavages, malachite and jasper.

Skirting some decaying buildings, the road continues down to the Christmas Gift Mine. On the dump, near the main shaft, are pyrite, calcite, pyrrhotite, hemimorphite, limonite, jasper and some chalcedony with mosslike inclusions. Excellent thumbnail specimens of mimetite can also be picked-up here.

Leaving the mine, the road continues down the narrow canyon and ends at a huge mine dump. Stop here! You will see what appears to be the road continuing down the wash. But, loose shale now covers the wash, making the road impassable. The Lucky Jim Mine is at road's end. Its dumps are worthy of several days' collecting. Anglesite, calcite, fluorite, diopside, quartz, cer-

ussite, jarosite, pyrite, galena and jasper are among the many minerals found here.

The Zinc Hill area lies seven miles east of Darwin in the Argus Range. It is reached via a spectacular drive down Darwin Wash. Beyond the turn-off to China Garden Spring, the road becomes steep and extremely narrow. Actually it is one-way, and should be so posted. At Zinc Hill you are hundreds of feet above Darwin Wash, which appears as a beige ribbon meandering below. *This is definitely not a route for trailers or people who dislike heights or rough roads.* It is an exciting drive, however, and one the adventurous will thoroughly enjoy.

The Zinc Hill mine dumps lie approximately one mile by trail from the road. Four-wheel drive vehicles probably could negotiate the old

trail even though it has deteriorated considerably in recent years. It is rather a steep hike to the dumps but there is one consolation—you carry your minerals downhill to your waiting car. The beautiful hemimorphite crystals—stained pink, red, deep green as well as blue and white, make this a worthwhile hike. Other minerals to look for are caledonite, linarite, malachite and azurite. Some wulfenite crystals have been found, as well as a few nice specimens of smithsonite.

A visit to the Darwin District is not complete without a stop at beautiful Darwin Falls. Here, from a sharp cleft in the barren hills, a ribbon of life-giving water dances down the fluted walls into the fern grotto and pool below. A quiet, peaceful oasis hidden in the heart of one of the Mojave Desert's most arid regions. ///



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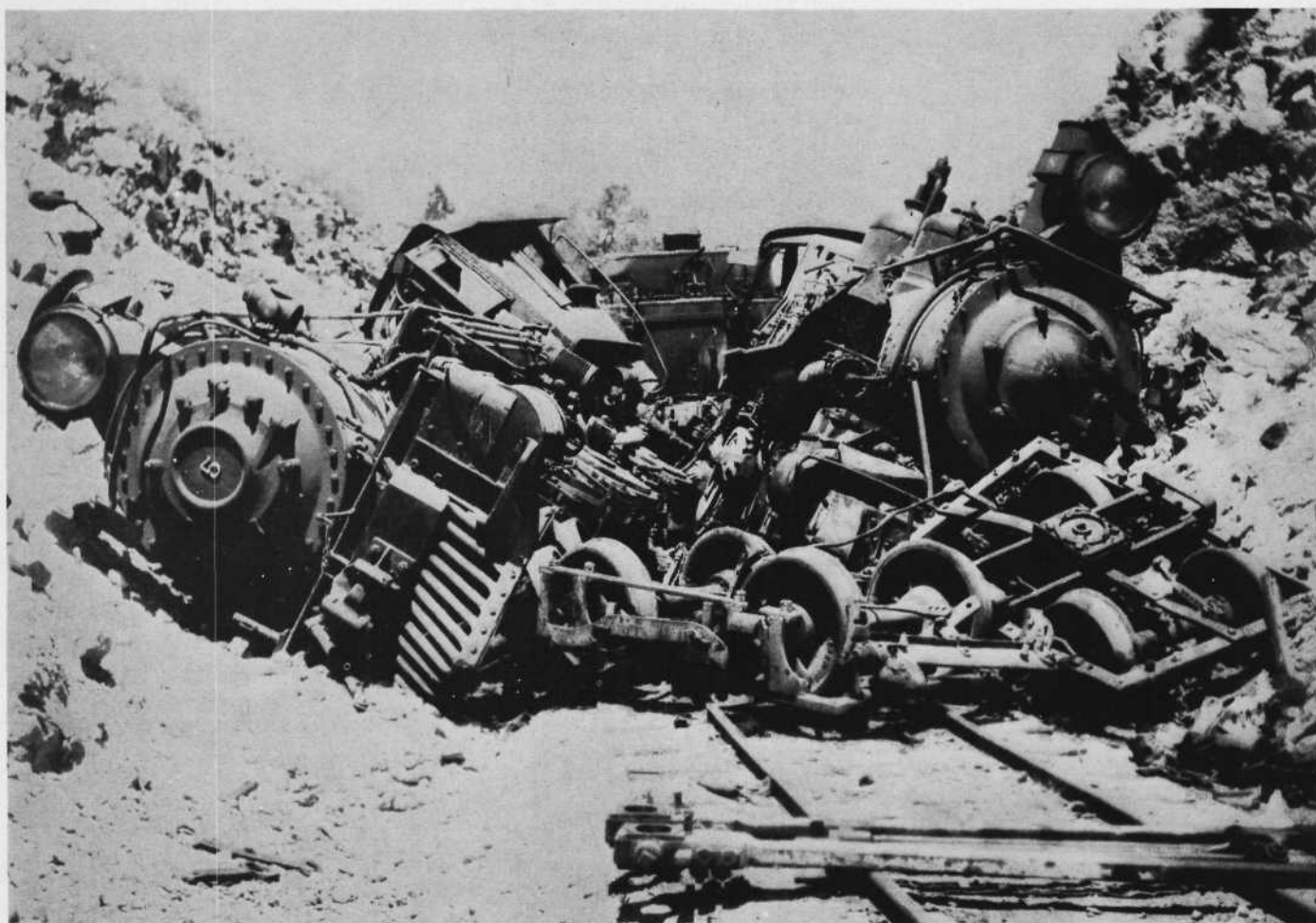
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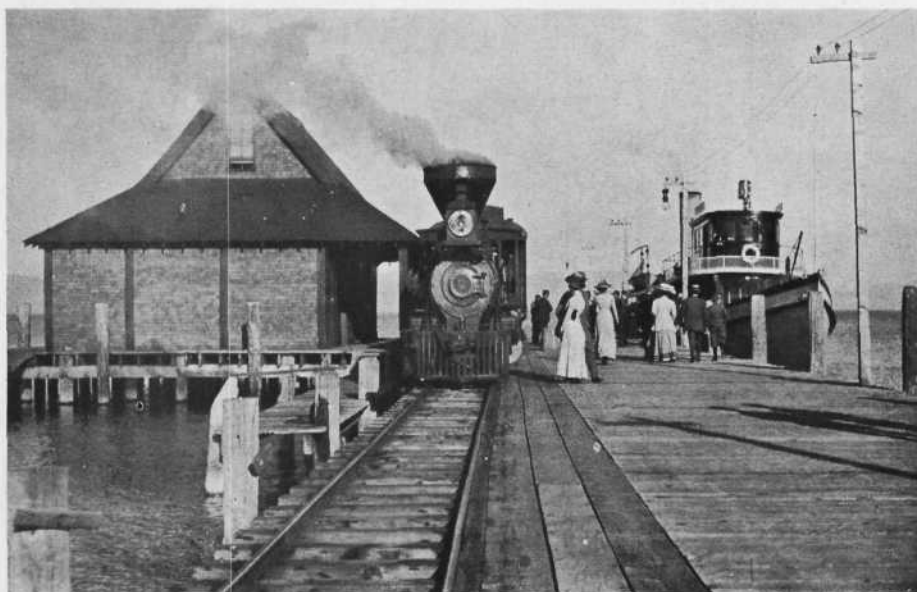
# Nevada's Huffing, Puffing Past

... CAPTURED IN THE NEW PHOTO-FILLED BOOK, "RAILROADS OF NEVADA,"  
BY DAVID F. MYRICK (see review on page 38)



**SPARE PARTS APLENTY.** Achilles' heel of the Carson & Colorado Railroad was the long, desolate climb of approximately 40 miles to and over the summit of Montgomery Pass between Belleville and

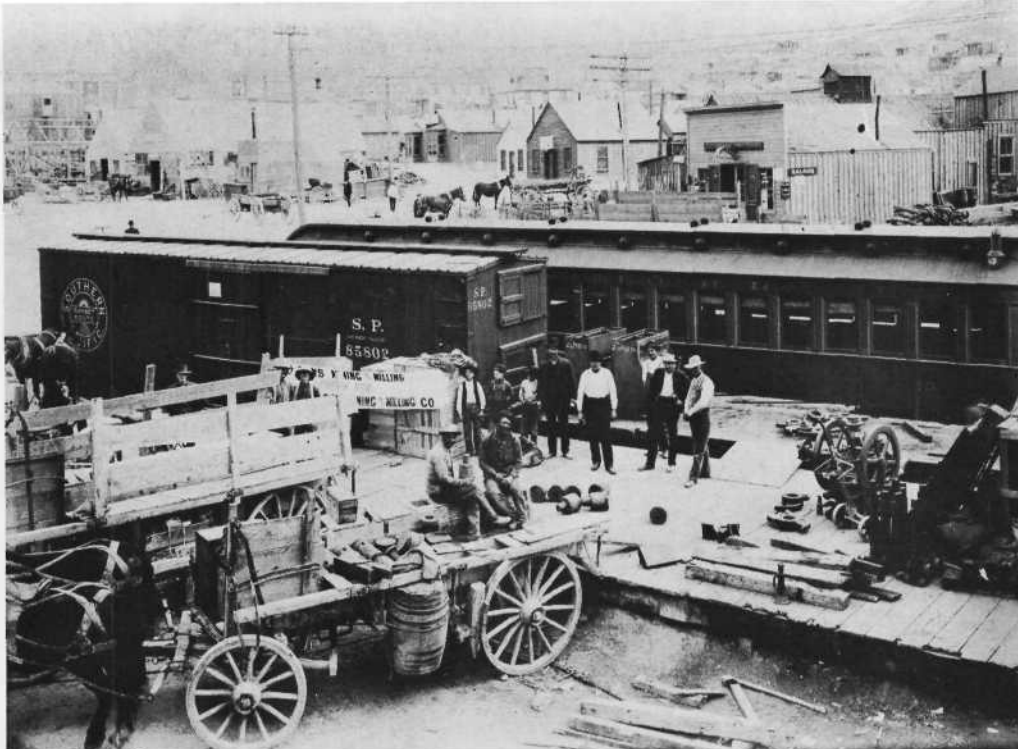
Benton. Double-headers Nos. 5 and 8 didn't make it on this July 3, 1923, run. No. 5 derailed on the curve through the rock-cut a mile west of the summit, and No. 8 tried to squeeze past on the right.



**TOURIST HAULER.** The Lake Tahoe Railway & Transportation Company's No. 1 meets the "Tahoe," Lake Tahoe's largest and most luxurious passenger steamer, at the wharf near Tahoe Tavern. The railroad—primarily a passenger line—linked Truckee and Tahoe City. This picture was taken in 1908.



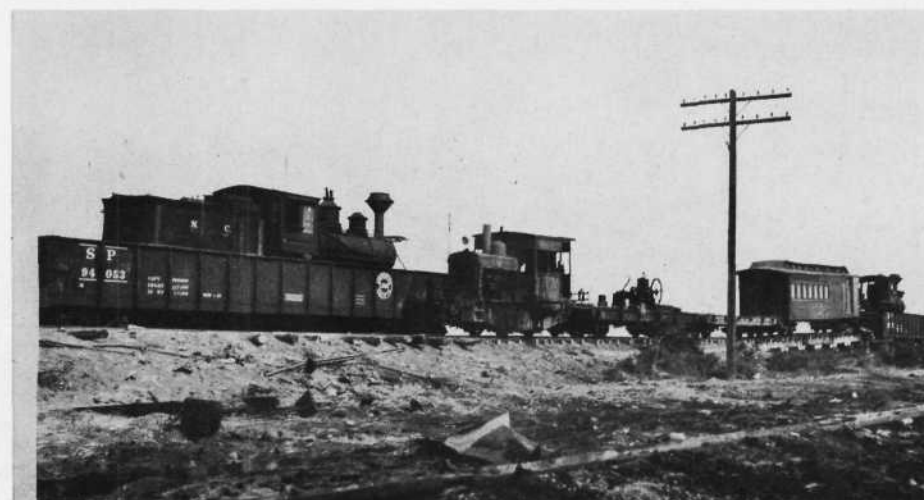
**BOOM TOWN.** The Goldfield Railroad merged with the Tonopah Railroad on November 1, 1905, and the combined Tonopah & Goldfield built an extension to a new depot in the Columbia section of Goldfield. The photo at the right was taken at this station. The men on the platform are loading machinery and parts for a 10-stamp mill into the wagons in the foreground.

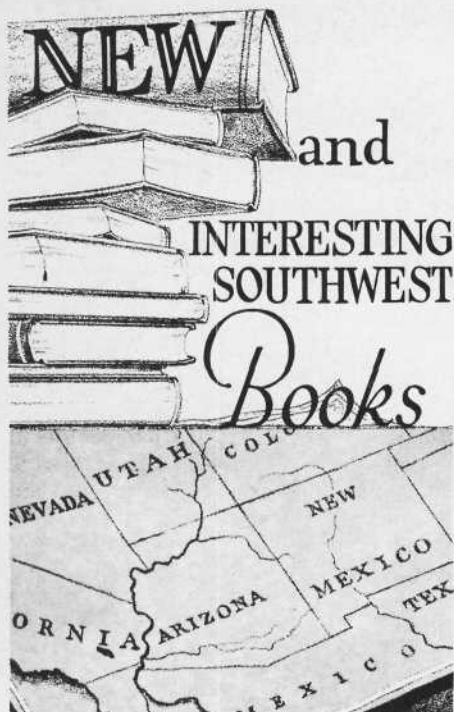


**CELEBRATION.** Railroad Days for Tonopah, July 25-26-27, 1904, was a gala event to celebrate completion of the narrow gauge Tonopah Railroad. Decorative floats boosted the proposed extension of the railroad to Goldfield and propounded the wealth of the Ridge and Curry Lease — "30 Tons of Ore \$45,000!"



**END OF THE LINE.** The Nevada Central was abandoned on January 31, 1938. In September of that year the equipment was hauled away. No. 6 (loaded in gondola) went to the Pacific Coast Chapter of the Railway & Locomotive Historical Society for preservation. ///





E. I. Edwards, who has spent a quarter-century or more loving literature of the Southwest (he authored *DESERT VOICES*, among others) recently was asked to name some of his favorite desert-theme books — 25 of them, to be exact. From his large personal library Edwards selected 25 titles, was bold enough to announce them in print under the title of *DESERT HARVEST*, and now faces the task of life-long defense of his favorite few. He devotes two- to five-pages of text to each of his selections, telling why it would be one of the Quarter-Hundred that would travel with him to his imaginary "desert" isle. His arguments are informal and personal and telling. He aims at a thousand unseen opponents who fancy that they, too, know Southwestern-iana. The battle is all in fun, of course, and the best fun is reserved for the reader who will be allowed limitless ammunition to take potshots at Edwards' elite selection. On the other hand, who can start with a better list of desertland authors than—to name a dozen—Lt. George M. Wheeler, J. Ross Browne, Father Pedro Font, Gwinn Heap, William Lewis Manly, the Harold Weights, Nell Murbarger, W. A. Chalfant, Burr Belden, Willa Cather, William H. Emory, and Edmund C. Jaeger? The *DESERT HARVEST* that Edwards reaps is a rich one. The book—127 pages—is finely printed by West-ernlore. Public sale is limited to 500 copies.

In a more expansive mood than Edwards is Alonzo W. Pond, famous eremologist, who has just authored

#### THE NEW BOOKS . . .

*DESERT HARVEST*, by E. I. Edwards; 127 pages; hardcover; \$7.50.

*THE DESERT WORLD*, by Alonzo W. Pond; 342 pages; illustrations; hardcover; \$6.50.

*THE RAILROADS OF NEVADA AND EASTERN CALIFORNIA, VOL. I*, by David F. Myrick; 450 pages; illustrations; \$12.50.

#### ALSO CURRENT . . .

*I PAINT THE GHOST TOWNS*, by Evelyne Boynton Grierson. Nevada-California desert country's bonanza towns captured in oils by a sensitive artist. 42 pages; papercover; \$3.

*IN NAVAJO LAND*, by Laura Adams Armer. Magnificent memories of a magnificent land in the 1920s. 107 pages; hardcover; \$3.95.

*THE HIDDEN HEART OF BAJA*, by Erle Stanley Gardner. The master story teller weaves more tales on his favorite domain. 256 pages; hardcover; \$7.50.

*MORE LIVES THAN ONE*, by Joseph Wood Krutch. The life and times of a critic-conservationist-naturalist. 380 pages; hardcover; \$5.

#### HOW TO ORDER . . .

The books listed above can be purchased by mail from Desert Magazine Book Store, Palm Desert, Calif. Please add 15c for postage and handling per book. California residents also add 4% sales tax. Write for free Southwest book catalog.

*THE DESERT WORLD*, wherein he discusses the climatic conditions that cause deserts, the weather on various deserts of the world, the people, plants and animals. He explored the Gobi Desert, and tells about his experiences; he knew the Arabs and their deserts. He discusses thirst, and reports on several people who knew thirst in the desert, some fatally. Pond writes in an informal and personal manner, wandering about like a dust-devil. Most of the book's 342 pages discuss any desert except the

American deserts. But the desert is just about the same no matter which continent claims it. There are 32 pages of illustrations, most of them made by Dr. Pond while on some of his many expeditions to far desert lands.

For every railroad buff there are ten-thousand non-fanatics, but it is probable that the initiated make up in fervor what they lack in numbers. Else why the bright new album *RAILROADS OF NEVADA AND EASTERN CALIFORNIA*, just off the Howell-North Press? (See page 36.) David F. Myrick, one of the high priests in the Kingdom of Railroadiana, is the author of the handsome volume, which is jammed with hundreds of photographs of trains and tracks and sheds, all looking pretty much alike to the common man, but each significantly, if not secretly, different to those in on the know. *RAILROADS OF NEVADA AND EASTERN CALIFORNIA* is full gauge in size: 450 pages, 9 by 11 inches, 4½ pounds. During the bonanza days in Nevada's silver mines, railroads sprang out of the sagebrush like startled jackrabbits. Including those that rambled into Nevada from California's Sierra slopes, there were 43 of 'em at one time. Whereas Nevada had the nation's smallest population per square mile, it certainly must have had more railroads per capita than any other state. A chapter is devoted to each system. The book is detailed, almost to the point of boredom. Time tables and track-age charts are interlarded between photos of steam engines, switching yards, and snowplows. By the time Myrick finishes off the book there are few ties left unbound. Indicating how thoroughly he went into the research, Myrick lists two pages of acknowledgments, thanking more than a hundred individuals, historical societies, libraries, and even the Secretaries of the States of Nevada, California, Oregon, et al, for their additions to the huffing, puffing past. The end plates are attractively peppered with replicas of early-day railroad passes. This book is only Volume I of Myrick's R. R. history. Volume II, due in the fall, will concern itself with "railroads south of Gold-field."

—CHARLES E. SHELTON



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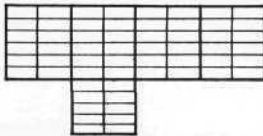


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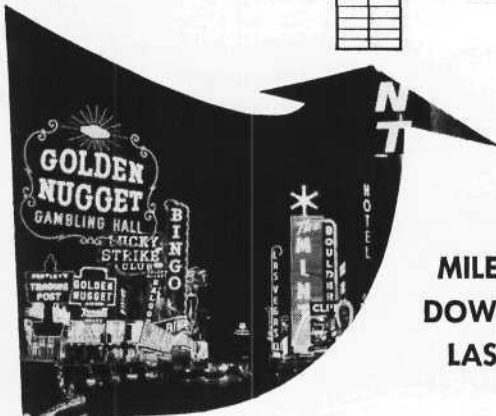
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*"Spirit Council" by Jim Redcorn (Osage Indian). This painting shows eagle and buffalo gens (spirits) counseling the Tzi-shu chief. The Indian has gone into the wilderness to fast and pray and seek spiritual help.*

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